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Navy News

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No. 19 DECEMBER, 1955

The Official Newspaper of the Portsmouth Command and The Royal Naval Association

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Commendations

Gallantry Award for Sidon Victim

THE QUEEN has approved the posthumous award of the Albert Medal for gallantry in saving life at sea to Temporary Surgeon Lieutenant Charles Eric Rhodes, M.B., B.S., M.R.C.S., L.R.C.P., of the Royal Naval Volunteer Reserve, who lost his life after the explosion in the submarine Sidon in Portland Harbour on June 16 of this year.

The Citation

The citation for the award, announced in the *London Gazette* states:

"Surgeon Lieutenant Rhodes was among the first to enter the explosion and in spite of the total darkness and dense smoke he brought out an injured man to safety. He then put on a Davis Submarine Escape Apparatus and re-entered the submarine with morphia to give further help to the injured. In doing so he greatly prejudiced his chance of escape. He was not a submarine officer and was not familiar with the use of the breathing apparatus or the lay-out inside a submarine. In spite of these handicaps and the pitch darkness his only thoughts were for those within the submarine; he had no hesitation in re-entering the Sidon and he succeeded in helping two more men to escape before the submarine sank. Surgeon Lieutenant Rhodes's gallant and selfless act in helping to save the lives of others cost him his own life."

The explosion occurred when the submarine Sidon was alongside the depot ship Maidstone as she was preparing for sea for practice firing. In addition to Surgeon Lieutenant Rhodes, twelve officers and men were killed.

New South Wales Floods

THE AWARD of the O.B.E. (Military Division) to Lieut.-Cdr. Donald Frank Farquharson, R.N., is announced in the *London Gazette* for his services in the New South Wales floods in February and March.

At the time, Lieut.-Cdr. Farquharson was serving with the Royal Australian Navy and commanded the flight of helicopters carrying out rescue operations throughout the emergency. He was personally responsible for the rescue of thirty-six persons, displaying a high degree of skill and resource.

Awards

Lieut.-Cdr. Farquharson, who has now returned to Britain, lives at Lee-on-Solent.

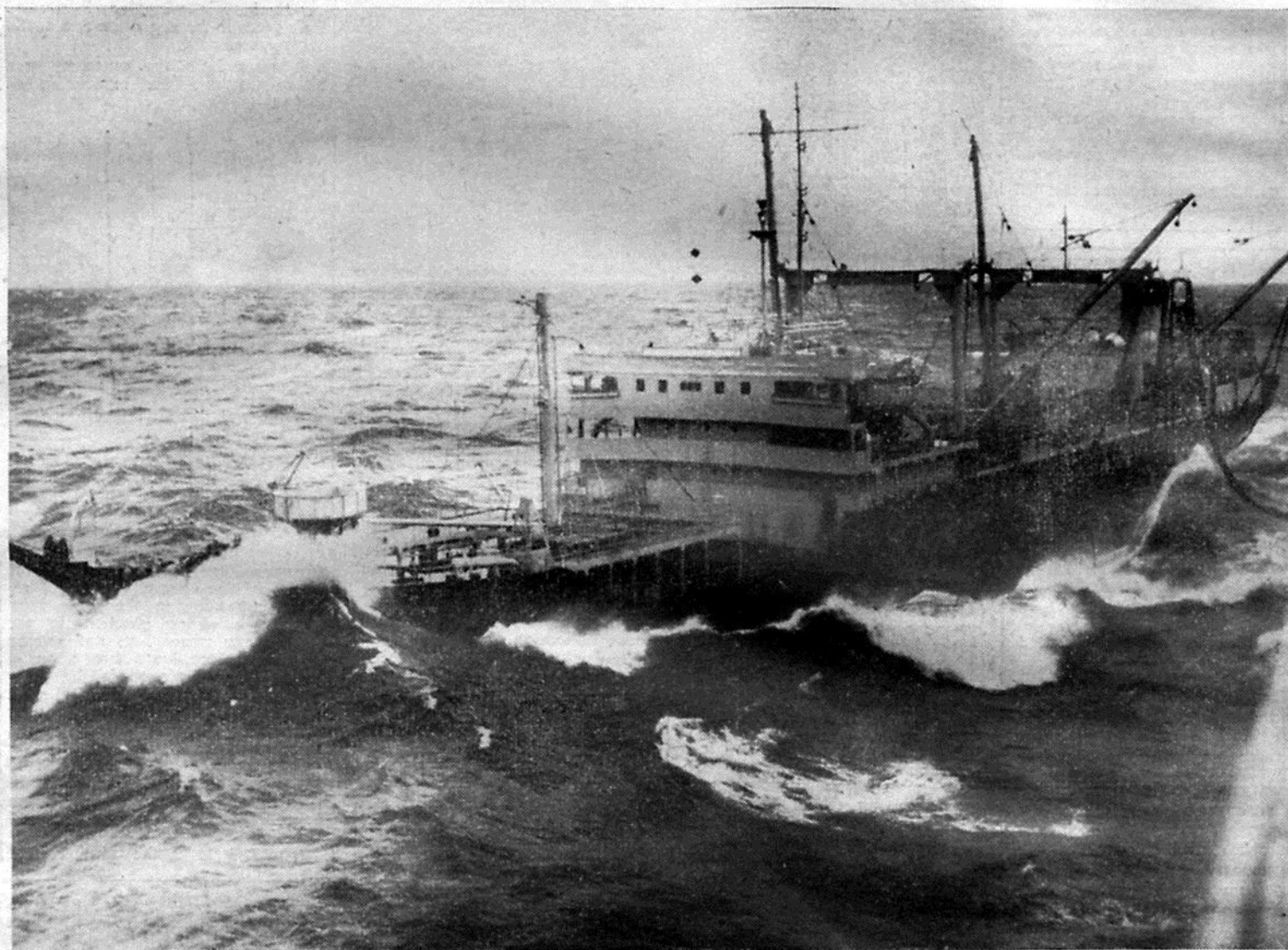
The O.B.E. (Military Division) is also awarded to Lieut.-Cdr. Gordon McPhee, R.A.N., of Magill, South Australia, who piloted the first helicopter to be despatched on life-saving operations.

Flying through, in bad weather, to the flood area, he showed a high degree of skill and resource in effecting rescues under difficulties. Although his own aircraft crashed, he continued to fly rescue sorties in other 'planes at a high intensity and was personally responsible for the rescue of nine persons.

NAVY NEWS

For the information of our readers, Navy News is published on the first Thursday in each month

REFUELLING AT SEA



The Royal Fleet Auxiliary Wave Sovereign seen dipping bows in heavy weather while refuelling H.M.S. Eagle at sea. The hoses through which the fuel is passed can be seen slung over the tanker's port side

Drafting Forecast

Commissioning Programme

GENERAL SERVICE

February 21, 1956: H.M.S. Duchess commissions for Mediterranean and Home Fleet.

April 10, 1956: H.M.S. Loch Killisport commissions for Home and East Indies Station.

May 29, 1956: H.M. Ships Agincourt and Barrosa commission at

Portsmouth for Mediterranean and Home Fleet.

FOREIGN SERVICE

Early December: H.M.S. Modeste* commissions at Singapore for Far East Station.

Note. The ship's company of ship marked * has been completed.

Minesweeping Squadrons Visit Thames

ONE OF the largest groups of ships of the Royal Navy ever to come up the Thames arrived in the London River on Thursday, November 24. It was made up of sixteen coastal and inshore minesweepers, comprising a large proportion of the Inshore Flotilla based at Harwich.

Berthed in St. Katharine's Dock were the Ledsham (commanded by Lieut.-Cdr. H. A. Rice, R.N., Senior Officer of the visiting ships), Bassingham, Altham, Chelsham and Asheldham, inshore minesweepers of the 232nd Minesweeping Squadron.

Coastal minesweepers secured in the East India Dock. In the outer basin were the Alcaston, Coniston, Darlaston, Letterston, Clarbeston and Invermoriston of the 104th M.S. Squadron and in the inner dock were the Calton, Edderton, Boulston, Highburton and

Brinton, of the 105th M.S. Squadron.

The ships, which were visited during their stay by a large number of Sea Cadets and Scouts, remained in the Thames until November 28. Members of families of ships' companies were entertained.

Three ships of the 105th Squadron were open to the public from 1.00 to 4.30 p.m. on Saturday, November 26, and two ships of the 104th Squadron between the same times the following day.

By chance, the ships of the 104th and 105th Squadrons, although berthed only four hundred yards apart, were in different hemispheres. The meridian line runs a hundred yards west of the entrance to the lock connecting the outer basin and inner dock and separated the two squadrons.



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Navy News

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EDITORIAL

THE NEXT issue will see a further extension in the circulation and scope of PORTSMOUTH NAVY NEWS. In addition to being the newspaper of the Portsmouth Command and the Royal Naval Association, it will then become the official journal of the Home Air Command.

As a result of this important development, the title will be changed to NAVY NEWS, and an emphasis will be given to Naval aviation, which is such an integral part of the Royal Navy.

We are confident that our readers will welcome this decision, and the wider field of news which will result from it.

It is not our custom to publish a special Christmas edition in view of our early publication date, but we wish our readers, at home and abroad, every good wish for Christmas and the New Year.



HOW TO ENJOY AN EXTRA PENSION WHEN YOU RETIRE

YOUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

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POST SERVICE CAREERS DOCK POLICE



[Port of Bristol Authority]

The annual inspection of the Docks Police by the Lord Mayor of Bristol

BRISTOL IS the fifth port in the United Kingdom, judged on the sterling value of its imports, and the great traditions of the port are well known to every seafarer through the famous phrase, "Ship-shape and Bristol Fashion." There are three Docks systems—the City Docks in the heart of Bristol itself, Avonmouth and Portishead—and all are owned by the Corporation of Bristol, which delegates its powers to the Docks Committee, operating under the title Port of Bristol Authority.

Service with the Port Authority offers a variety of careers in a maritime atmosphere; some jobs, in the dredger fleet or at the signal stations, are in fact purely nautical. Other shore jobs, especially with the Docks Police, offer constant contact with ships and seamen, and have an appeal for those who have "swallowed the anchor" but do not wish to sever their connection with the sea entirely. Skilled tradesmen will find plenty of opportunities in the Engineer's Department, while young men (preferably with the General Certificate of Education) may be interested in the Clerical and Administrative departments.

Employment Conditions

General conditions for employment include:

- Excellent opportunities for promotion.
- A pension scheme providing not only for retirement pensions, but also for pensions to widows of employees.
- Sick pay, and
- A minimum of two weeks' annual leave with pay plus payment for six Bank Holidays per annum.

The Docks Police Force is considered to have a special appeal for the ex-naval man. Bristol was one of the first ports in the country to make provision for a separate Dock force and the present force has a fine tradition. The status and responsibilities of a Docks Policeman are, it must be emphasised, exactly the same as those of his colleague outside the gates. There are also additional responsibilities and duties of a special nature

connected with the operation of the dock undertaking, including the protection of a wide variety of cargoes and the enforcement of the very vital fire precautions. In the course of his work both routine and otherwise the Policeman is constantly dealing with shipping and seamen as well as dock workers. As is the case at any great port there are always many foreign seamen at Avonmouth and the ex-Navy man's experience of dealing with other nationalities in all sorts of circumstances is particularly useful.

Good Rates of Pay

The minimum qualifications for Docks Policemen are:

- Good physique, with a minimum height of 5 ft. 7 ins.
- Good average education.

Weekly rates of pay are:

- Minimum, 180/6d.
- Maximum, 225/6d.
- Plus uniform.

There are prospects of promotion to Sergeant and Staff Sergeant, the latter reaching a maximum of £707 per annum. All posts are covered by a pension scheme, sick pay and a minimum of two weeks' annual leave as outlined above. During an initial probationary period of one year, constables are required to attain proficiency in First Aid and Life Saving. Other opportunities for employment with the Port Authority cover a considerable variety of posts. For firemen and deck hands aboard the dredging fleet sea experience is required, while for lockgatesmen it is an asset but not essential. In the Haven Master's Department vacancies for signalmen may appeal to "bunting tossers," and boatmen are also required. In the above categories wage rates range from a minimum of 155/3d. per week, with allowances, to a maximum of 165/6d. per week plus tidal or shift allowances.

Various Trades

In the Traffic working department there are vacancies for rail capstan-hands, who may be promoted to pointsmen and shunters, and for spare grain machinery attendants, tractor attendants and sheeters. Rates in these categories range from 151/- per week for a sheetier to 176/- per week, plus allowances, for a shunter.

In the Engineer's Department skilled artisans are required in a number of trades, and also semi-skilled tradesmen and unskilled workers. Minimum unskilled rates are 150/6d. per week, while skilled artisans receive up to 184/10d. per week.

Clerical and administrative work, including accountancy and traffic operating, offers opportunities to young men, and it is notable that more than one General Manager of the Undertaking has commenced his service in a junior capacity. The salary scales are those agreed by the National Joint Council for Local Authorities' Staffs.

Further information on all the posts mentioned in this article may be obtained in the form of a booklet, either from the Resettlement Officers at Portsmouth, Lee-on-Solent, Devonport and Chatham, or direct from the:

General Manager,
Port of Bristol Authority,
Queen Square,
Bristol, 1.

Tramps Abroad . . .

G. R. DEAKINS

OVER TEN years ago I crossed the causeway connecting Johore to Singapore.

The Japanese were advancing quickly southwards towards the great naval base. Panic reigned.

Natives swarmed in the streets of the capital, bowed beneath huge bundles of belongings, of furniture and offspring. British and Commonwealth troops, after stubbornly stemming the enemy in jungle and swamp, retreated to the naval base across the stone causeway.

Dozens of aircraft which had recently been conveyed to Singapore stretched their wings and showed their paces in the sky, noise and bustle everywhere.

A week later the causeway was blown up and the inhabitants of

of the Malay Sultanate with an area of 7,330 square miles and a population of 739,000 people consisting of Chinese, Malays and Javanese; it is a strange populace for the Chinese outnumber the native Malays by four to one.

The main industries are rubber, padi, the mining of iron, tin and bauxite, coconuts, oil palms, pineapples, fishing, black pepper and tea.

The Chinese have a monopoly of trading and shopkeeping, the Malaysians being content to live by fishing and woodcutting. Each State of Malaya is governed by a ruler. H.M. The Queen, through the High Commissioner, exercises control over defence and in external relations.

The accompanying sketch was made in the market place of the capital, Johore Bahru, with the palace built



Johore

Market place of Johore Bahru

Singapore prepared to resist the hordes of the enemy. Recently I retraced my steps to the same spot. Modern buildings gleamed in the tropical sun where huts and swamp had been before. Natives sat about in shops, children played in the dusty streets. Europeans in white drill were curio-hunting and clicking their cameras at the many strange scenes to be had.

Cars from Singapore streamed to this Monte Carlo of Malaya for its main revenue is chiefly derived from Revenue farms for opium, spirits and gambling.

Johore State is the southernmost

by Sultan Abubakar dominating the town.

Native children, some naked, others with colourful dresses, overcoming their initial shyness, gradually closed in on me as I sketched. A kindly shopkeeper provided a rickety cane chair, and a young dusky maid held a waxed paper umbrella over me as protection against the hot sun.

A friendly lovable people.

I left in small clutching hands a dozen hurried sketches of Mickey Mouses and Donald Ducks and with a scattering of Malayan cents, promised to return in the near future.

NEW BARGE HOUSE

A NEW Barge House in the National Maritime Museum is open to the public from Tuesday, November 22. This Barge House has been built between two wings of the Museum to accommodate four barges. Two of the barges are now in position: Prince Frederick's barge, previously exhibited in Neptune's Hall in the Museum, and the Queen's Shallop, which is seen by the public for the first time at Greenwich. The other two will require considerable renovation before they are displayed.

The Queen's Shallop was built in 1689 and was the last survivor in river-worthy condition of the old State Barges, once used by Royalty and others on ceremonial journeys on the River Thames. She continued in use right into the present century, and carried Their Majesties King George V and Queen Mary on no less than three occasions: first, when Their Majesties were rowed down the course at Henley on July 6, 1912; next, at Eton on June 16, 1913; and finally, on the occasion of the River

Pageant on August 4, 1919.

The Queen's Shallop was presented to the National Maritime Museum by His Majesty King George V, but accommodation for her was not then available, and she remained at Windsor. Repairs have recently been carried out by Messrs. William Cory and Son Ltd., at their barge yard at Charlton. The work was done free of cost as a tribute to the memory of Sir James Caird, munificent benefactor to the Museum and a former director of the firm.

Another craft at present in the Barge House is a Portuguese fisherman's dory, recently presented to Mr. Alan Villiers by the Portuguese Government. This boat is fully fitted with all the gear used in this form of fishing.

The Barge House itself has been built under the directions of the Ministry of Works. Its long narrow form, with high-pitched roof and modern colour scheme, provides an excellent setting for these interesting craft.

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SHIPS OF THE ROYAL NAVY

No. 3. H.M.S. OCEAN



Description

Length, 695 feet; Beam, 80 feet; Draught, 21 feet; Armament, 24 2-pounder pompoms, 12 40-mm. Bofors; Engines, Parson's geared turbines; Displacement, 18,200 tons; Full speed, 25 knots; War complement, 116 officers, 1,030 men.

H.M.S. Ocean is a light fleet carrier of wartime design. She was laid down on November 8, 1942, at the Govan Yard of Messrs. Alex. Stephen & Sons Ltd., launched by Lady Willis, wife of Admiral of the Fleet Sir Algernon U. Willis, G.C.B., K.B.E., D.S.O., on July 8, 1944, and commissioned on June 30, 1945. During building, her design was slightly modified from the standard to enable her to operate night fighter aircraft for the fleet.

The ship is fully equipped with the latest radar and aircraft direction devices.

Service

Service: H.M.S. Ocean was employed during the latter half of 1945 on the first ship trials of the following new types of aircraft destined for service afloat in the Royal Navy:

- De Havilland Sea Hornet twin-engined fighter (two Rolls Royce Merlin 131 and 132 engines).
- Hawker Sea Fury single-engined fighter (Bristol Centaurus engine).
- De Havilland Vampire single-engined jet propelled fighter (De Havilland Goblin engine).

At the time of the trials these aircraft were each the fastest of their class in the world.

In the course of more than two years service in the Mediterranean, on her first commission she took part in

the first post-war summer cruise of the fleet in 1947. She steamed more than 58,000 nautical miles with 6,000 landings on her deck by aircraft. She returned to the United Kingdom in 1948, docking at her home port of Devonport on July 1.

Korean Waters

Ocean did two tours of duty in the Korean war zone, and in 1952 her air squadrons set up a record of 123 sorties flown against enemy positions in one day. Her performance was outstanding. During the two tours of war service her aircraft flew 7,964 sorties, attacking gun positions, troop concentrations, communications and transport.

802 and 825 Squadrons

802 and 825 Squadrons, then serving in the Ocean, were awarded the Boyd Trophy for the most outstanding feat of aviation in the Navy in 1952. An official citation at that time stated: "During this period the offensive spirit, skill, fine airmanship and courage shown by the pilots of the two squadrons resulted in an outstanding performance and much damage to the enemy. Statistics are quite remarkable. In 79 days of flying they averaged a daily sortie rate of 76.3."

The citation added: "825 Squadron had only four incidents on the deck, resulting in a deck-landing accident rate of one in 496 landings. The highest accident-free sequence was 1,613 landings. It is evident that these figures could not have been attained without an extremely and consistently high standard of maintenance by squadron maintenance ratings, and outstanding support from all in H.M.S. Ocean."

Home Fleet Training Squadron

Latterly H.M.S. Ocean has been employed in the Home Fleet Training Squadron, based on Portland, fulfilling a duty which, although not of such front-page news as her earlier career, is of such fundamental importance to the Royal Navy that it cannot be said to be of lesser importance.

Previous ships of the same name

1. 2nd rate, 90 guns, 1,833 tons. Built at Chatham. Launched April 21, 1761. Broken up at Plymouth in 1791.
2. 2nd rate, 98 guns, 2,291 tons. Built at Woolwich. Launched October 24, 1805. April, 1806 to April 1809, Flagship of Vice-Admiral Lord Collingwood, C-in-C. Mediterranean. 1st rate, 110 guns, January 1, 1817, established as a First Rate. Broken up at Chatham in 1875.
3. Ironclad, 4,047 tons, 1,000 h.p., 24 guns (6,080 tons displ., 4,230 I.H.P.). Built at Devonport. Launched March 19, 1863. Sold May 11, 1881.
4. Battleship, 12,950 tons, 4 12-in. guns, 12 6-in. guns, 18.25 kts. Built at Devonport. Launched July 5, 1898. Sunk by mine in Dardanelles.

Battle Honours

The Battle Honours awarded to H.M.S. Ocean are:—

Ushant, 1781.
Suez Canal, 1915.
Dardanelles, 1915.

Coupon for photo postcard of H.M.S. Ocean and crest is printed in the bottom right corner of this page

SPORTSMAN OF THE MONTH

A.A.2 BROWNE OF H.M.S. SISKIN

ALTHOUGH HOCKEY is probably the least popular of the "British Big Three Winter Games," it probably has more universal appeal than football or rugby, and as an all-weather sport, has achieved great popularity in the Navy. A.A.2 Browne, of H.M.S. Siskin, this edition's "Sportsman of the Month," played rugby as a schoolboy, but after joining the Royal Navy in 1942 as an Air Apprentice, discovered that, at H.M.S. Caledonia, where he commenced his service, he could be detailed to play rugby, football, or hockey, depending on the importance or requirement of the game in which his class was involved. However, Browne soon decided that hockey was his game, and subsequent service with training and front line squadrons usually found him as captain or organiser of the squadron team.

Nevertheless, Browne had to wait until 1950 before playing in a representative game and after an initial



success, became a regular member of the Combined Services Hockey XI in Singapore. On return to the United Kingdom in 1953, Browne was chosen to play for Air Command at inside-forward and in 1954, in this position, enjoyed his most successful season, playing in all the Navy representative matches, winning a Hampshire County Cup, representing the Air Command, and as captain of the successful Siskin XI, took them to the final of the Navy Hockey Cup competition, in which they were narrowly beaten by the Reserve Fleet, Plymouth.

Browne is an incisive forward who combines clever stickwork with speed and intelligence and his consistent performances this season have earned him a place in the Combined Services XI and captaincy of the Air Command team. Browne is a regular member of the U.S. Hockey 1st team, and is confidently expected to gain further Navy and County caps during the current season.

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Married Quarters

THE PRINCIPAL event during the month was the opening of the officers' quarters in Old Portsmouth. These quarters consist of 15 flats and 5 houses erected on the site of the old "George" Hotel which was blitzed in 1941. A tablet commemorating the fact that Nelson spent his last few hours in England at the "George" has been incorporated in the flats, together with an explanatory plaque. The flats are appropriately named "The George Court."

The opening ceremony was performed by the Commander-in-Chief, who was accompanied by Lady Creasy, the Lord Mayor, Lady Mayores, Town Clerk and Mrs. Blanchard. The Commander-in-Chief unveiled the name of the flats and the two plaques, and afterwards toured two of the quarters.

It was a tremendous rush to get the quarters ready for the opening. Many of the new tenants had an uncomfortable start and must be thanked for the cheerful way in which they accepted so many difficulties. There are still a number of small things to be done. Nevertheless, the builder, Mr. Claxton, is to be congratulated on completing the quarters well within the time allowed by the contract.

Thirty ratings' houses are now occupied at Paulsgrove and Brockhurst. There will now be a steady flow of houses from these two estates. The progress at Eastney is steady and up to schedule, and at Rowner it is still very satisfactory indeed. Both at Eastney and Rowner there are plenty of houses roofed so that work can go on whatever the weather.

There is better progress at the officers' estate at Drayton and the brickwork is going up on the Eastney Esplanade small estate.

The supply of "hirings" is still good and as many as possible are being taken up. Consequently, good progress is being made with the roster, but as it is very congested the progress may not be apparent from the monthly figures published in P.T.M.

The first priority applications have been received from the advanced party of the old commission of New-castle and it seems likely that there will be a large number of applications coming in in the next few months. This will, of course, affect the general roster, but everyone will agree that those who have been separated from their families for so long should have the first chance of enjoying family life.

Commutation of Pension: Letter to the Editor

I read your answer in your issue for October concerning commutation of Pension. As one who did so I would like to tell you how it worked out. It may be of some interest to those who might be thinking about it.

I applied early in 1922 to the Admiralty and in my application I had to state the business I was interested in and the amount of the ingoing. In February, 1922, I received a letter from the Admiralty informing me that my request for commutation of pension had been granted and out of my pension of £89 15s. yearly I

surrendered £44 3s. for the lump sum of £515 2s.

My lump sum of £515 2s. for £44 3s. of my pension means that I've paid the Treasury back about £1,600—a profit to the Treasury of £1,000 in 33 years.

I knew it was a gamble, but now with the increased cost of living, I, at nearly 80 years of age, take a seasonal job at a museum from April to October, and then the Admiralty docks the 1944-47-52 increase for cost of living for the period I am employed, from my naval pension.

I hope that this will be of interest.

SHIPS OF THE ROYAL NAVY No. 3. H.M.S. OCEAN

Please forward one postcard of H.M.S. Ocean, as reproduced at the top of this page, for which I attach stamp value 1½d. (Use block letters please.)

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Photo postcards of H.M. Ships Theseus and Bulwark may be obtained (without coupon), price 6d. including postage.

W.R.N.S. NOTES . . .

THE MOST striking feature of the November activities has been the Services and parades held to mark Remembrance Day, in which Wrens from all units fully participated. On the more domesticated side it has been a very active month, with a lot of hard work being put into starting last minute contributions for the Command Handicrafts Exhibition and putting final touches to things which have been in hand for some time. Cookery classes started on November 15, and are in full swing on three evenings a week. Most establishments are producing Christmas shows, and Wrens are in great demand both on stage and behind the scenes.

Poppy Day

Wrens throughout the command helped to sell poppies for the Earl Haig Fund. Poppies were sold within establishments—Collingwood alone sold more than 1,000 and Wrens visited the Royal Yacht and ships of the Reserve Fleet. A large party from Duchess of Kent Barracks took up station on the Hard on the Saturday morning prior to Remembrance Day, and business was very brisk. The amounts collected are not yet known but they are expected to be very satisfactory.

Remembrance Ceremonies

The W.R.N.S. was fully represented at the many locally held Services and parades. On Remembrance Sunday a party of 30 Wrens took part in the Service at the Guildhall, despite appalling weather, their bearing and smartness were of a high order.

As in other years the Portsmouth Command W.R.N.S. represented the Service at the Roman Catholic Service of Remembrance at Westminster Cathedral. A party of six in the charge of Third Officer Munn attended.

A special Service of Remembrance was held in St. Andrew's Church, Eastney, and was followed by a parade at which the Commanding Officer, Colonel E. A. Brown, O.B.E., R.M., took the salute. Wrens serving with the "Royals" paraded.

On November 8, a party of Wrens from Victory and Eastney took part in the Festival of Remembrance held at the Connaught Drill Hall.

H.M.S. Boxer

On their pay-off trip on October 20, H.M.S. Boxer invited two officers and ten Wrens to sea for the day; the kindness and co-operation of those who served in H.M.S. Boxer in giving many members of the W.R.N.S. their first taste of "sea time" will long be remembered, and has always been much appreciated.

Visits

Wrens serving in Excellent have been out and about this month. A party was shown over Brickwood's Brewery, and the visit was very satisfactorily rounded with a glass of beer. On another afternoon six Wrens visited Police H.Q. and were shown how "crime does not pay." This is the first occasion on which Wrens have visited the nerve centre of Portsmouth Police, and it is now hoped to arrange a further visit.

The Social Side

The Senior ratings held a very successful Whist Drive in their mess at Duchess of Kent Barracks, and a few days later followed it by giving a very gay "Guy Fawkes" dance.

The Command Handicrafts Exhibition

The W.R.N.S., Q.A.R.N.N.S., W.R.N.V.R. and the V.A.D. held their annual Handicrafts Exhibition this year on November 22, 1955.

Lady Creasy very kindly declared the Exhibition open and announced a surprise item—a fashion show. W.R.N.S. Officers and ratings displayed evening and day wear which they themselves had made. Third Officer Pomroy commented on each dress and drew attention to interesting details. The following garments were shown:—

1. Wren Conway—flame coloured evening gown; 2. L./Wren Turney—yellow trimmed with black velvet evening dress; 3. Wren Kieran—"A" line cotton day dress; 4. Wren Rockliff—a shimmering cocktail dress made by Third Officer Pomroy; 5. L./Wren Connor—a pretty green cotton evening dress made by Third Officer Littlewood; 6. Third Officer Rigby—a black afternoon dress; 7. Wren Rockliff—loose fitting coat

made by Third Officer Munn; 8. Third Officer Munn—bottle green slipper satin ball dress; 9. L./Wren Maude—three-piece play suit made by Chief Wren Kerslake; 10. Wren Conway—green face-cloth suit; 11. L./Wren Turney—a comic display of a future fashion for 1956.

L./Wren Turney on completion of the display presented a bouquet to Lady Creasy.

Among the many exhibits were some very fine pieces of woodwork made by Chief and Petty Officer Wrens who have been attending classes in Victoria Barracks during the past year.

We are greatly indebted to the Principal of the Portsmouth College of Art for arranging to have the exhibits judged by Miss Margrie, and also to Mr. Oliver, E.V.T. Instructor, and Snr. Cd. Gnr. G. Deakins, R.N., who judged the Art Section.

The prize winners were as follows:

Dressmaking—

1st, Chief Wren Ray (Victory).
2nd, Second Officer Eunsom, W.R.N.S. (Victory);
3rd, Wren Harris (Collingwood).

Leatherwork—

1st, Chief Wren Pullinger (Victory);
2nd, Wren Funnell (Victory);
3rd, Wren Conway (Victory).

Toymaking—

1st, Wren Skinner (Victory);
2nd, Chief Wren Ramsey (Victory);
3rd, P.O. Wren Ross (Solent Division W.R.N.V.R.).

Embroidery—

1st, Wren Hodgson (Mercury);
2nd, Wren Pank (Victory);
3rd, P.O. Wren Streeter (Excellent).

Knitting—

1st, Miss Gosling V.A.D. (R.N.H. Haslar);
2nd, Second Officer Middleton, W.R.N.S.;
3rd, Miss Riedpath, V.A.D. (R.N.H. Haslar).

Canework—

1st, Chief Wren Bumphrey (Victory);
2nd, L./Wren Reeve (Victory);
3rd, P.O. Wren Read (Victory).

Art—

1st, Second Officer McCormick, W.R.N.V.R. (Wessex);
2nd, Wren Line (Victory).

Woodwork—

1st, Chief Wren Ramsey (Victory);
2nd, Chief Wren Bumphrey (Victory);
3rd, Chief Wren Kerslake (Victory).

Miscellaneous—

1st, Wren Wilkinson (Dryad);
2nd, Wren Ray (Victory);
3rd, Wren Lloyd (Victory).

Special Prize for the Best Exhibit—L./Wren Fitton (Mercury).

SPORTS

This month most units are playing the second rounds of the Netball, Hockey, etc., Inter-Unit leagues, and in addition matches are being played against civilian clubs.

Squash Rackets

Trials were held on November 7 to select the team which will represent the Command at the Championships which will take place at R.N. College, Greenwich, during the first week in December. Over 20 players from all units entered for the trials, and the following won their colours: Wren Tucker (Vernon), Third Officer Burleigh (Excellent), Third Officer Evans (Collingwood), L./Wren Simmons (Vernon), P.O. Wren Cahill (Vernon). The team has so far challenged R.N. Barracks "B" team, Southsea Ladies, and Dolphin and hope to play Excellent and a return match against the Southsea Ladies before the Championships.

.22 League

Vernon is leading with 6 points in the Inter-Unit Postal Shoot with Mercury second with 4 points.

Badminton

Excellent has a very flourishing club this season and welcomes players from other units on club nights; those who are interested should contact P.O. Wren Streeter (Dockyard Ext. 5205). P.O. Wren Evans and Streeter in addition to representing their unit, played in their first league game for the Portsmouth Badminton Club and helped the team to victory.

Trials to select the Command team are scheduled for December 7 in the Gymnasium, R.N. Barracks. Entries are expected to be good, as Badminton is played regularly by five units. Mr. Thompson of the Portsmouth Club will select and has very kindly promised to coach the team.

Nuffield Trust

Several units have received much needed squash and badminton rackets, etc., through the continued generosity of Lord Nuffield; but for these gifts there would be little possibility of providing new equipment.

W.R.N.S. FASHION PARADE



W.R.N.S. officers and ratings displaying evening and day wear they themselves had made

Friendly Wives

VERNON BRANCH

THE H.M.S. Vernon Branch met in the Wardroom Annexe, H.M.S. Vernon, on Wednesday, October 26, at 2.15 p.m. Mrs. J. Grant, Chairman, presided, and Mrs. H. Wilkin, Vice-Chairman, also attended.

The Rev. W. H. Browne opened the meeting with prayers and the piano accompaniment to the singing of the hymn was by Mrs. Loftus. We were very pleased to find an additional pianist among our members.

After announcements by the Chairman, Mrs. F. Coxwell ably conducted a Beetle Drive. This is always one of the most popular events and gives an excellent opportunity of getting to know other members. Prizes, which were given by Mrs. Grant and Mrs. Heath, were presented by Mrs. H. Wilkin to Mrs. Blackwell, Mrs. Bird and Mrs. Mason.

Mr. Wilkie very kindly gave an attractive box of biscuits, which was raffled by Mrs. Brewer and won by Mrs. Jones.

Tea was served by the Tea Committee and the record number of children, who attended because of half-term holiday at most local schools, were looked after in the Guest Room by Mesdames Minchin, Hewison, Riley and Bennett.

One of our members, Mrs. R. Wait, is to be congratulated on the birth of a daughter on November 11.

Several of our members attended the Sale of Work organised by the Southsea Branch on November 14. This was a very enjoyable afternoon and we congratulate them on the success of their effort.

Future Events

The Annual Children's Christmas Party will be held on December 14, in the Gymnasium, H.M.S. Vernon, by kind permission of Captain J. Grant, R.N. Tea will be served afterwards in the Cinema. Each member is invited to bring one child guest in addition to her own children.

There will be no sewing meetings in December but the last Committee meeting for 1955 will be held in the Wardroom Annexe, H.M.S. Vernon, on Wednesday, December 7, at 2.30 p.m.

In 1956 we shall be holding our meetings on the second, instead of the last, Wednesday of each month. We hope this arrangement will prove suitable to all members. New programme cards were available at the Sale of Work on November 30. If any members have not received one, they may be obtained from Mrs. L. G. Brooks, 7 Hereford Court, Hereford Road, Southsea.

GOSPORT AND FAREHAM BRANCH

WE HAD a very good attendance at the November Meeting.

We were first given a very interesting talk by the Rev. Chapman about the work of the Trafalgar Club and how our collection of Ships' Half-pennies help them (this year we collected £31 10s. 0d.). This was followed by a most successful Rummage and Bring and Buy Sale—with some of this money we have sent a large hamper of food and Christmas delicacies to our adopted family of Displaced Persons in Germany.

Our next meeting is on Thursday, December 1, at the Sloane Stanley Hall, The Crossways, Gosport, at 2.30 p.m. Mrs. Porter is giving us a "Make-up Demonstration." This meeting will be the last appearance of our President, Mrs. Fawkes, we shall all be very sorry to say goodbye to her.

Our Dance is being held on Friday, January 20, 1956. Tickets 2/6d.

SOUTHSEA BRANCH

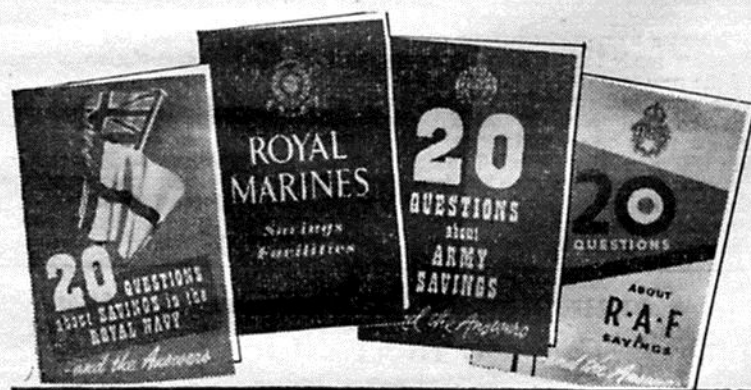
ONE OF the big events in the Southsea Branch, R.N.F.U.S.W. calendar is their Annual Sale of Work. The sale for 1955 was held on November 14 at the Royal Naval Barracks, in the Victory Hut. Lady Creasy very kindly performed the opening ceremony, and honoured the members by her presence at tea. Members and guests, who included Mrs. Burnett, Mrs. Evans, the Chairmen, committees and some members of the three other Portsmouth Branches, numbered nearly two hundred. Between 2.15 and 4.15, when the sale closed, almost everything on the stalls was sold. There were stalls of needlework and knitted garments, groceries and cakes, toys and miscellaneous items, and a "bottles" stall.

This month brings the festive season again, and our meeting on December 12 will take the form of a Christmas party with a Christmas entertainment, carol singing and a special party tea.

Two days later, on December 14, many of the members will set off for a day's outing to London for Christmas shopping, and they will see a show in the evening before returning to Southsea.

There will be many interesting and entertaining meetings during the New Year, including the annual dance on February 4.

North End Branch. See page 11



From: Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A., J.P.

Chairman, H.M. Forces Savings Committee

To: All Serving in Her Majesty's Forces

Subject: SAVE WHILE YOU SERVE

You may say that you find it hard enough to save in "Civvy Street" so how on earth can you do so in the Services? However, if you think about it seriously there is no better time to start—if you haven't already done so. Every unit in all the Services "lays on" National Savings facilities and the Unit Savings Officer will be only too pleased to help would-be savers.

I recently retired after many years in the Royal Air Force. I know how valuable a service Forces Savings is giving to both Regulars and National Service personnel, and no matter where you may be stationed you can save a bit from your pay if you want to do so.

I also commend Forces Savings for mention by parents and friends to young men who are going into the Services (and to young women too, as in the Women's Services there are some of our best savers!)

We have an excellent series of leaflets (shown above) which tell, in simple language, all about Forces Savings. Why not write for a copy of the one which applies. Address your letter to me:—

Air Marshal Sir Thomas Williams,
H.M. Forces Savings Committee,
1 Princes Gate, London, S.W.7.

Have YOU a personal problem...?

ASK JOHN ENGLISH

Discharges to Home Ports for E.V.T. &c.

COULD YOU please inform me if, when a person has served for 21 years 1 month, and receives a 9 month draft to the Mediterranean, whether he is brought back to this country before the draft is finished to enable him to receive an E.V.T. course, Terminal Leave and the chance in off-duty hours to contact people about jobs, etc. Surely this can be done, after all, it's a hard job to start in civilian life at 40 years of age. I do hope you can give me some information re the above.

Answer: The instructions laid down by the Admiralty in the Drafting Instructions (B.R.14(51) Article 10(6)) are quite definite on this point: a man completing time for pensionable service must be back in the United Kingdom in time to spend at least 4 months at home before going to pension. The 28 days dispersal leave is, however, considered part of the 4 months period.

You may rest assured that the drafting authorities will see that correct action is taken in any case such as that you have mentioned.

WORRYING NEWS!

I AM serving in a submarine in Australia and I left the United Kingdom last September. I parted on quite happy terms from my wife, but I have been receiving letters from my people who state that my wife appears to be leading a very gay life. This is very unlike her as she was always a particularly quiet home-loving girl, and would never go out to pubs with me. Now I hear that she has been seen frequently with other men in pubs and at dances and I think she really is getting to be the talk of our village. If my wife has done anything she should not have done I do not think I could live with her again and I would want to bring divorce proceedings. We have been married two years. My wife used to write to me every day but I now only get letters about once a month, and they are very cold in tone.

Answer: I am very sorry to hear of your anxiety. The first thing you should do of course is to request to see your Commanding Officer and he will probably make a signal to your depot for the attention of the Family Welfare Officer who will cause enquiries to be made in a tactful way and find out what is going on. I am sure you will appreciate that it does not take very much to cause tongues to wag and people are inclined to be a little unkind about young married women whose husbands are away. I think you should try and keep an open mind until your Commanding Officer receives a Report from your depot.

I wonder whether you yourself have shown coldness in your letter to your wife.

I do think it is much too early to think about divorce proceedings at all. In any case you cannot be divorced until you have been married three years except in very exceptional circumstances. I am afraid you must be patient for a while.

Leave Warrants

PLEASE WOULD you help us. The lads in the mess have been arguing for days. The argument is, are you allowed to go anywhere in the British Isles on seasonal leave and have your warrant made out to this place and also are you allowed to claim travelling time.

One person says he has seen an A.F.O. to the effect that you can get both the warrant and the travelling time, and thinks it came out sometime in the beginning of 1954.

Would you please send us the number of the A.F.O.

Answer: In reply to your letter of November 8 the regulations for free travel on leave are given in B.R. 1950 Naval Pay Regulations, Article 1502 and following Articles. Free leave travel may be granted to anyone in Great Britain the Isle of Man and Northern Ireland. Travel to the Channel Islands or the Irish Republic is restricted to personnel who live or whose next-of-kin is resident in these places. There are further regulations covering free leave journeys to places in Scotland beyond the reach of railways.

Q.R. & A.I. Article 0905 Clause 9 states that "reasonable travelling time may be allowed in addition to long leave." The amount of travelling time allowed is normally laid down in local

orders or Fleet Orders. If you are based on Londonderry you should apply to the office of the Senior Naval Officer, Northern Ireland, H.M.S. Sea Eagle for details of the amount of travelling time allowable for leave journeys from Londonderry.

Discharge by Purchase

HAVING READ all the A.F.Os. on the subject of discharge by purchase, I still cannot work out how much it would cost me.

I did the mechanic's course, July, 1951-53, if that has any bearing on the cost.

Enclosed is a story of my service in the R.N.

Joined R.N. November 27, 1943, Hostilities Only rating. Eighteenth birthday October 21, 1944. Demobbed February 11, 1947. Re-entered July 11, 1947 for four years' Bounty Scheme. Paid £25 Bounty. October 1947, changed engagement to seven and five years. July 1951, paid £25 Bounty in lieu of £100 Bounty lost due to change of engagement. July 1951, changed from seven and five to 12 years. February 1953, changed from 12 years to time for pension (22 years). Paid £75 of £100 Bounty. £25 to come on first day of thirteenth year (October 22, 1956).

Answer: In reply to your letter of November 11, the regulations covering discharge by purchase are in Q.R. & A.I. Articles 0863-0865 and A.F.Os. 2445/53 and 676/54. As you have signed on to complete time for pension you can now only terminate your engagement by purchasing your discharge, in addition to which you must refund the £75 bounty for re-engagement. Purchase money for men with over 7 years but less than 16 years' service is £50, so the total cost to you would be £125.

On the credit side, however, as you have served over 10 years, you would be entitled to a service gratuity of £50 for the first 10 years. Additional gratuities are allowed at a rate of £25 for each complete year. I make your basic date late March 1945. It would therefore be to your advantage to continue to serve until March 1956 when you would be entitled to the additional £25 gratuity, making a total of £75.

On balance, therefore, your discharge would then cost you £50.

Admiralty approval is required for such discharge and you will probably be required to produce "good and substantial" reasons to your Commanding Officer before your application is forwarded.

Accommodation

A NOTE of inquiry re Naval lettings and hirings of accommodation. Can you please oblige me by giving me some information re applying to have my name on the port roster for accommodation. I am at the present time serving in Malta on a local foreign sea-going commission and am due to be relieved and drafted to the United Kingdom about May of 1956. I have my wife and family here in Malta with me. The position is that on my return to Portsmouth I have no accommodation to go straight back to. I am aware of the Naval accommodation for officers and ratings. Can you please give me information on how to apply to be placed on the roster and where to apply to and my priority if any?

Thanking you for any help you may be able to give me on this matter.

P.S.: I have already registered with the Victory Housing Society, R.N.B., but have had no reply up to date. Thanking you most sincerely in anticipation of a reply, and also to quote: quite a few of my shipmates are in the same predicament.

DEAR SIR,—I am going to give a fairly detailed reply to your letter of November 14, as I think it may be of general interest.

Married Quarters

The detailed regulations on Admiralty married quarters are contained in A.F.Os. 530/55 and 1339/55. Application to be placed on the Married Quarter List, on return from abroad, can be made as soon as you have completed the foreign service leave and provided your next billet makes you eligible for a quarter. Priority is given to officers and ratings who have served abroad, unaccompanied by their wives, for 15 months or more, but this priority lapses if application is not made within six months of return from foreign service leave. In the Portsmouth Command, applications should be made through Commanding Officers on

Record Review

FROM DECCA comes three excellent recordings of operas by Mozart, making a valuable contribution to the coming bicentenary celebrations in January. The works recorded are "Die Zauberflöte," "Le Nozze di Figaro" and "Don Giovanni."

It is impossible for me to review all three at once and I have chosen "Don Giovanni" (LXT5103-6) as being the one of probably greatest interest to readers and pre-Christmas buyers.

After a season, when Glyndebourne's production reached great heights in Sussex and Edinburgh, it is difficult not to be influenced by the impact of their performance. However, having heard the new release of the old Glyndebourne production from H.M.V. and the excellent version from Philips, I cannot award full honours to any other version than this new one from Decca. It just has the overall lead, small though it be, upon its rivals.

One great point in favour of the performance, by the Vienna State Opera under Josef Krips, is that we are no longer frustrated by tiresome cuts, and the music is allowed to expand, without the sense of impotence noticeable in the other performances.

Of the cast, Hilde Guden as Zerlina is perhaps the nearest to perfection that I have yet heard, but a cast containing Suzanne Danco, Anton Dermota and Liza della Casa is one to be respected. What more could one wish than Leporello sung by Fernando Corena, while the full character of Don himself is projected realistically by Cesari Siepi.

The recording is excellent, giving full value to the spaciousness of the performance and it is so easy to "live" the opera again, when listening.

In the lighter vein, Mr. Richard Valentine teaches us our "Christmas Alphabet" and enquires "Where are you tonight?" (F10628). Nellie Litcher returns with a recording of "Whose Honey Are You?" (Brunswick 05497) and Tony Crombie and his orchestra give us just "Three Little Words" (Decca F10637).

For the best "Ding-Dong" piano session there is Winifred Atwell (F10634).

G.M-M.

ROYAL NAVAL WRITERS BENEVOLENT ASSOCIATION

THE ANNUAL REUNION DINNER

will be held

On FRIDAY, DECEMBER 9

at the

CORNER HOUSE, COMMERCIAL ROAD, PORTSMOUTH

(opposite the Theatre Royal),

6.30 for 7.30 p.m.

Tickets (13s. 6d.) may be obtained from C.P.O. Writer I. Baker, R.N. Barracks, Lee-on-Solent (phone R.N. Barracks, Lee, Ext. 430), or Mr. A. C. Coates, 7 Auriol Drive, Bedhampton.

Portsmouth Form 5 (for officers Form 4). The quarter allocated may be a "hired furnished married quarter."

Furnished Hirings

Should you privately obtain furnished accommodation, it is possible that if the accommodation is considered suitable it may be taken over as a furnished hiring by the Admiralty, when you will only have to pay the appropriate married quarter rent charges.

Private Accommodation

A list of houses and flats available for renting locally is maintained by the Accommodation Officer, R.N. Barracks, Portsmouth, and it is suggested you might write to him direct if you wish to obtain accommodation before you return to the United Kingdom. It is not possible to obtain or apply for any service quarter before you are back in England.

Victory Housing Estate

Finally, as regards the Victory Housing Estate, application to be placed on the list for one of these houses can be made to the Victory Housing Society Ltd., R.N. Barracks, Portsmouth, as soon as you are married. This Society, which is for the Portsmouth Command only, is not a Service concern and once you come to the top of the list you retain the house until you leave the Service, and your family can, of course, remain in it even when you are drafted away from Portsmouth. At present you are unlikely to qualify for a house unless you have two children.

I hope this gives you the information you are wanting.

Stirring News...



S.C.S.O. L.G. Thornton, C.P.O. Babcock, C.P.O. Hubbard (Father Christmas) and P.O. Stamp watch Captain J. Parrott stirring the Barracks' Christmas pudding

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in the Service
the more one appreciates

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Perfect "Pink" or Plain (with water);
or with tonic, vermouth, cordials, etc.

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QTR. BOTTLE 9/5 MINIATURE 3/8
U.K. ONLY

H.M.S. GREY GOOSE



Trials at speed after a recent conversion

THE GREY GOOSE was laid down in January, 1941, at the Cowes, Isle of Wight, yard of Messrs. J. S. White and Co. Ltd., as a steam gunboat, and was completed in July of the following year.

Seven of her class were completed to form an experimental flotilla of fast and powerful craft to serve as E-boat killers.

Light Coastal Craft

They were then officially described as "light coastal craft", and the public and the enemy were left to assume that they were ordinary motor gun and torpedo boats, powered by petrol engines. Had it not been for the security veil, they could have been described as "destroyers in miniature" with powerful steel hulls. With a displacement of 205 tons, they were of 146 feet in length. In spite of exceptionally heavy armament, which included a three-inch gun, torpedoes and depth charges, their 8,000 horsepower high efficiency steam turbines,

fired from a single boiler, gave them a speed greater than 35 knots.

Seven ships of the flotilla are officially credited with sinking six enemy ships and causing heavy damage to many more. Only one steam gunboat was lost during the war, but the Grey Goose is the only one of the class now in Her Majesty's Service.

It was in the Grey Goose that Lieut.-Cdr. Peter Scott, M.B.E., D.S.C. and Bar, R.N.V.R., led the flotilla in dashing Channel actions against enemy shipping. These attacks became a regular feature of the war news.

Floating Test Bed

Now commanded by Lieut.-Cdr. D. W. Wilson, D.S.M., R.N., she has been converted to a floating test bed. Two experimental Rolls-Royce RM.60 marine gas turbine engines of advanced design have been installed in her and they transmit their power through Rotol controllable pitch propellers, which obviate the use of reverse gearing.

The work of structural alteration, as well as installation of turbines, props, shafting and electrical equipment, was carried out by Messrs. Vosper Ltd. of Portsmouth at their Camber shipyard in association with Messrs. Rolls-Royce and Rotol. The conversion was extensive, the alterations amounting to building up from an almost bare hull and generally reconditioning the hull itself. The accommodation between decks has been completely reconstructed and the necessary generators and navigational arrangements installed. Armament had previously been removed.

It is anticipated that the two R.M. 60 engines will each develop 5,400 B.H.P. and this gives an increase of some 35 per cent. in total power over the two 4,000 h.p. steam turbines of a design which previously represented the lightest steam machinery produced for naval purposes. This is combined with a reduction of 50 per cent. in machinery weight and a saving of about 25 per cent. in machinery space.

Salisbury and District White Ensign Association

THE MONTHLY meeting of this Association was well attended at the British Legion Headquarters, Salisbury, on Monday, November 8, 1955.

A hearty vote of thanks was accorded to Officers and Committee for their efforts on making our Annual Dinner on Trafalgar Day such a complete success. Our special thanks went to Mr. Roy Davis, Hon. Secretary and Treasurer.

Musical honours were accorded to our oldest member, Mr. Harry Cooper, D.C.M., on the occasion of his 80th birthday. Mr. Cooper re-

sponded in his usual breezy and happy way.

The delegates to the R.N.B.T. Annual General Meeting were thanked for their detailed and graphic account of that gathering.

The Standard (Bearer, Mr. H. Cooper, D.S.M.) accompanied by Messrs. Walter Hayter and James Finch attended the Festival of Remembrance at Fordingbridge on Saturday, November 12.

There was a good turn out of members for the Remembrance Sunday Parade, our Chairman laying the Wreath with others of local Associations of the city.

Flying Instructions for Sub-Lieutenants

ARRANGEMENTS HAVE been made for free flying instruction to be given by the Portsmouth Aero Club Limited to Executive Sub-Lieutenants, R.N., stationed in the Portsmouth Area.

Flying is provided in Auster and Tiger Moth aircraft on all days, except Mondays, from 0900 until dusk. The scheme allows for about forty officers a year to be given about six-and-a-half hours dual and one hour's solo flying, under supervision of qualified flying instructors. Flying clothing and parachutes are provided.

Insurance against death, injury, and/or claims by third party is provided under a policy taken out by Portsmouth Aero Club Ltd.; full particulars of this policy can be obtained from the club. Extra cover against death and/or injury may be arranged

through the club on payment of reasonable premiums.

Executive Sub-Lieutenants wishing to avail themselves of these facilities for free flying instruction should, in the first instance, contact the Chief Flying Instructor, Squadron Leader Mitchell (Tel. Portsmouth 717641) giving the approximate dates and times they expect to be available. Further arrangements will then be made by Portsmouth Aero Club in collaboration with the Flag Officer Flying Training.

Officers accepted for the flying instruction will be granted the privileges of honorary membership of the Portsmouth Aero Club. Those who wish to continue flying the club aircraft after completion of their free flying instruction may do so on payment of the Portsmouth Aero Club standard rate of £3 per hour.

CAN YOU DO THIS ? ?



THE FIELD gunnery season is round again. It seems only yesterday that the Portsmouth crew of 1955 were welcomed home, joint victors with Devonport in the Inter-Command Competition. This coming year again the four Home Commands will vie with each other at the Royal Tournament, in this splendid and spectacular competition. If you want to have a go at representing Portsmouth next summer, volunteer now. Don't leave

volunteering to the last moment. Give your name to your Divisional Office, Gunnery Office or G.I., or contact the First Trainer (P.O. F. P. Maries, G.I.) at the Field Gun Office in Royal Naval Barracks. The training is hard and you must be fit, but the team spirit is terrific, and so is the satisfaction of winning. Don't forget, this year "Pompey" has a cup to keep hold of and two others to win. Volunteer now.

London Division R.N.V.R.

LONDON DIVISION, R.N.V.R., is now at her full establishment of three ships. These, moored along King's Reach, are H.M.S. President, H.M.S. Chrysanthemum and H.M.S. Discovery, the newcomer of the trio.

Capt. Scott's Discovery opened to the public for the first time while flying the White Ensign on November 16. During the first week 300 people looked over her. They were able to see the upper deck, bridge, Ward Room and Capt. Scott's cabin, which contains many relics of the expedition. The ship is open during the afternoon, and a visit involves no financial outlay.

Chrysanthemum returned from a thorough refit on October 26. The dockyard had painted her inside and out—well-deserved preferential treatment for the R.N.V.R.. She contains a

ACCOMMODATION ?

See page 15

new Azdic attack teacher and a much-needed increase in classroom space. This is thanks to the removal of the stores departments and the New Entries Division to Discovery.

On her voyage up-river, while propelled by four tugs, Chrysanthemum's Jackstay tripod hooked off a section of temporary scaffolding beneath Blackfriar's Bridge. The deluge of planks did little damage. Chrysanthemum cannot compete with President's distinguished journey up-river shortly before the last war. Her new H.A. director caught under London Bridge, to the great excitement of those passing above.

New Tanker

THE S.T. Spyros Niarchos, at 47,750 deadweight tons, the largest oil tanker in the world, will be launched from Vickers-Armstrongs' Barrow-in-Furness Yard on December 2, 1955. She is being constructed for Mr. Stavros S. Niarchos. Her sponsor will be Lady Weeks, wife of Lieut.-General Sir Ronald Weeks, K.C.B., C.B.E., D.S.O., M.C., Chairman of Vickers Limited.

The Spyros Niarchos will be powered by high pressure, high temperature, turbine engines, and is built to the highest class of Lloyd's Register for the carriage of petroleum in bulk. She will also conform to the highest standards of the American Bureau of Shipping. Her normal trade will be the carriage of crude oil from the Persian Gulf to United Kingdom ports.

The Spyros Niarchos will be the largest merchant ship to be built in

Britain since the war. 757 ft. in overall length, she will be only 115 ft. shorter than the Houses of Parliament. She will carry enough crude oil, when refined into motor spirit, to give an eight horsepower car a trip to the sun and back. Over half her original cargo of crude oil would still remain available for manufacture into other products.

She will be the ninth of the first group of ten orders placed with Vickers-Armstrongs Ltd. by Mr. Niarchos. Earlier ships, launched from Vickers yards were the World Harmony, World Enterprise, World Concord, World Unity, Saxonmeed, Saxonglen, Saxondale, and Saxonglade. The Hull 1033 is still under construction in a neighbouring berth, and will be launched early next year. The group of orders exceeds 300,000 deadweight tons, and will have cost over £13 million.

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MOTERING NOTES

BY ALL accounts the Cycle and Motor-Cycle Show this year was a great success. For the first time, however, there was very definite evidence that the development of motor-cycles is undergoing a radical change.

Motor Scooters

By general consent, the fast 500 c.c. motor-cycle in inexperienced or irresponsible hands is potentially the most lethal weapon ever to be made available to the public on hire purchase terms. There is every reason for thinking that this type of machine is losing ground in favour of the increasingly popular, all enclosed, motor scooter of the Lambretta and Vespa type. It is at any rate very significant that a firm like B.S.A., who produce some very potent 500 c.c. motor-cycles, have now entered the scooter market with the Beeser. A conservative estimate is that 100,000 scooters of various types will be on the road during the next twelve months.

For those who are uncertain about the merits of these scooters and in answer to those who wouldn't be seen on one at any price, the writer has this to say. Firstly, he has had many years' experience on all types and even owned a genuine T.T. camshaft A.J.S. at one time. Recollections of these machines involve equipment such as waders, goggles, special mackintoshes, scarves or towels round the neck to mop up the moisture, and the perpetual problem of where to keep all the paraphernalia of clothing required. Experience of the scooter, however, has been quite the reverse. On his scooter fitted with a wind-screen the writer regularly arrived in barracks in all weathers, protected by nothing more than a Service mackintosh and he used virtually to walk straight on to parade still reasonably immaculate. His advice, therefore, is not to sneer too quickly at the motor scooter, they have many advantages over the conventional machine and are quite good fun to drive.

The Mo-ped

The motorised attachment for the pedal cycle which had such a vogue until about twelve months ago, seems to be on the way out, no doubt as a result of the purchase tax now levied on them. In their place we find the streamlined motorised bicycle or Mo-ped as it has become known. These

cost from £50 to £70 on average, and are the lightweight replacement for the autocycle. For sheer economy of operation they are unrivalled.

Pillion Passengers

Although your correspondent has frequently emphasised the importance of ensuring that one's insurance policy is adequate, he is constantly finding new pitfalls to trap the unwary. How many motor-cyclists or their passengers, for example, realise that although the machine can legally be driven whilst carrying a pillion passenger, the passenger himself is completely uninsured? If he is injured as a result of the negligence of his driver, his only redress is against him since the insurance companies always repudiate all liability for injury to a pillion passenger. The embarrassing effects of a successful claim for injury against the average Naval motor-cyclist can well be imagined. It should give many of you food for thought.

Road Safety

Results of recent voluntary examinations of motor cars, together with spot checks by the police, show that many cars are by no means as road-worthy as their owners thought.

The main defects usually found are inefficient brakes, for which there can be no excuse, play in steering gear, and inefficient lighting. The most dangerous defect in steering gear is the loose ball joint connection which may fail at any moment although the owner is usually quite oblivious of the defect. It is well worth-while having these connections checked occasionally, particularly if your car is somewhat vintage.

As to lighting, most people would be surprised at how far thirty shillings will go in improving their headlights. This moderate sum will cover the cost of resilvering the headlamp reflectors as well as new bulbs if required. This usually applies to older cars, of course, but a little attention such as this can make a world of difference to night driving.

Incidentally, don't forget your tyres. If they are smooth it is high time you fitted new ones. If the old covers are sound it is cheaper to fit remoulded covers of course, but whatever you decide to do please don't risk motor-ing on those bald tyres, it isn't worth it.

A. E. Marsh.

NAVY NEWS can be obtained regularly by placing an order with your local newsagent

"WHALEY"

"The House that Jack Built" by Robert Travers Young, Commander R.N.

In "The House that Jack Built," Commander R. T. Young has written a new history of H.M.S. Excellent. It is a brief, often amusing, usually adequate account of the growth of the Gunnery School from very small beginnings on board H.M.S. Excellent in the harbour of the 1830's to the vast establishment on Whale Island today.

The difficulties of the early years, the conversion of a few mud-flats into an island, the work of Cooper-Key, Fisher and Scott, the changes around the turn of the century are all presented, but sometimes, just as we seem to be getting a real glimpse of the Captains of the past and the conditions of the Nineteenth Century, the author leads us away into less interesting fields such as the details of building programmes.

In presenting some of the problems of gunnery, he avoids a mass of technical detail but rather misses the opportunity to write a really critical account of relations between the Scientists, the Admiralty and "Whaley," during the Nineteenth Century. But perhaps it is unfair to blame him for that!

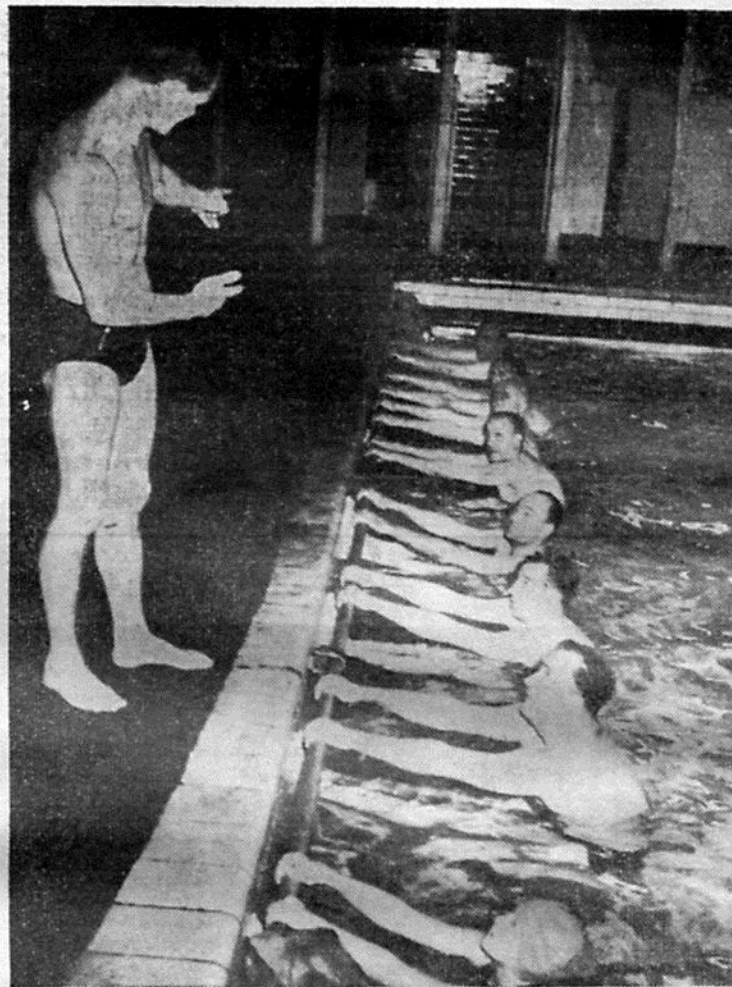
If we read, sometimes, of the "Sacred flame of Gunnery" and find a slightly parochial air when he breaks into the first person plural, this is, after all, an Establishment History and as such it is a most interesting and readable book, full of relevant and amusing anecdotes. It should appeal to all in the Service, whatever their branch.

NEW GANNET SQUADRON

812 SQUADRON, a Fleet Air Arm unit first formed in 1933, reformed at the R.N. Air Station at Eglinton, near Londonderry, on November 7, equipped with Fairey Gannet anti-submarine aircraft. After a working-up period it will form part of a Carrier Air Group, which will also include Sea Hawk and Wyvern squadrons, to be embarked in a Fleet aircraft carrier.

Commanding Officer of the reformed unit is Lieut.-Cdr. Geoffrey D. Luff, R.N., who was awarded the D.F.C. for his work as Senior Observer of the Royal Naval helicopter squadron operating in Malaya. After service in the Far East and home waters during the last war, 812 Squadron was one of the air units in H.M.S. Ark Royal when she was lost in the Mediterranean. It was re-equipped at Gibraltar and embarked for service afloat again within two days.

POLIO VICTIMS

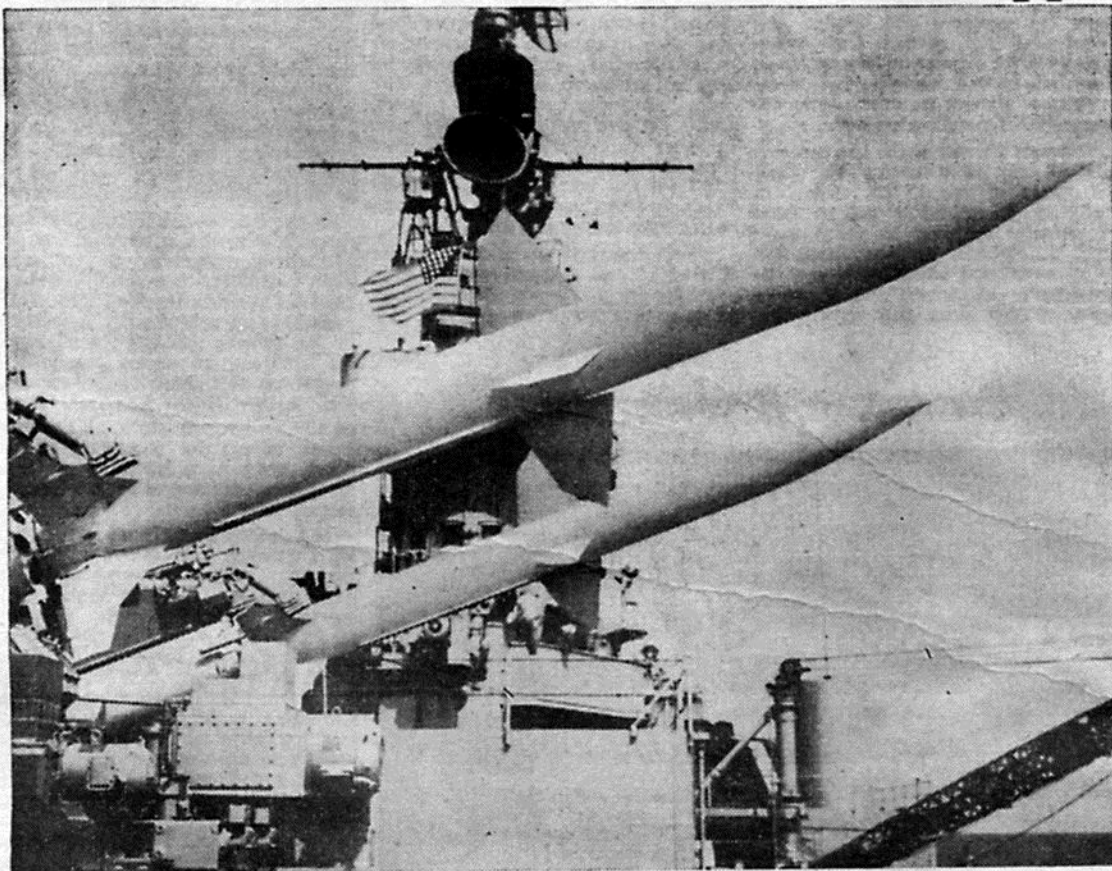


PATIENTS FROM the various hospitals in Portsmouth are given hydrotherapy treatment in the R.N. Swimming Bath twice a week. In the main they are victims of poliomyelitis and under their own remedial instructor they perform exercises in the water

which assist the recovery of wasted muscles. At all of the main Naval Hospitals there is a Physical Trainer borne for the duty of giving remedial exercises under the aegis of the physical medicine department.

Annual Subscription Coupon is on page 2

Guided Missiles aboard U.S.S. Mississippi



[Official United States Navy Photograph]

A new edition of "Jane's Fighting Ships" is always anticipated with great interest. The 57th edition is, as usual, right up to date, and gives details of the ships of all navies.

Of special interest to us after the recent interchange of visits is the chapter giving details of the Russian Fleet. The comprehensive chapter on the United States Fleet includes photographs and particulars of the large Forrestal Class carriers, and also of guided missiles.

Priced at four guineas, "Jane's" may be out of reach for the individual, but would be an invaluable investment for any Mess.

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Foreword by CAPTAIN J. R. GOWER, D.S.C., R.N. Director of Physical Training and Sports

THE ROYAL NAVY has a great tradition in sports and games, in which physical—and mental—fitness will always play a dominant part.

The continuing of this tradition is vital to our Service—for it is the fit and happy man who is accustomed never to spare himself for the good of his side, who will put forth the most effective effort in battle or emergency.

There must be experts in all games, and it is these more proficient players who set the standards and provide the incentive. However, the necessity for everyone, of whatever standard, to be given ample opportunity to take part in games and sports is the important

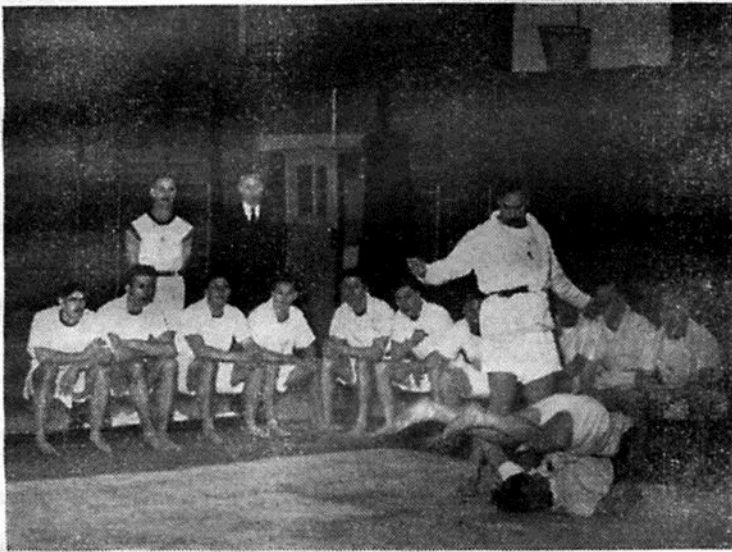
duty of the Divisional Officer.

This should help to off-set the modern tendency to watch games rather than to play them, aggravated by the increasing influence of television, the cinema, and other passive recreations.

It is also important that we should maintain our reputation for conducting our games and sports on a genuinely amateur basis.

Those who administer and organise games, sports, and recreation in the Navy, have a high responsibility for the welfare, prestige, and performance of the Service, and they must do all they can to appeal to the greatest possible number of Officers and Men.

Judo



A class undergoing Judo instruction at the P.T. School

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ROYAL NAVAL PHYSIC

Introduction

The Physical Training Branch of the Royal Navy endeavours to help fulfil this important role in the peacetime life of the Navy. It is a small, therefore select Branch, with a long waiting list of volunteers.

By itself, the Branch has little influence; it relies for its success on the goodwill and active co-operation of Officers and Men, and this co-operation has to be fostered by Commanding Officers and Divisional Officers. Unlike fighting efficiency, in which every ship must participate in the drills and exercises, there is no obligation for a ship to enter a team for the sporting competitions.

It relies, too, on the goodwill of all over money matters. Although the Admiralty provides playing fields, swimming baths, gymnasiums and equipment, it will not finance sports gear, dress, or travelling expenses. The Commanding Officer who wishes his Officers and Men to enjoy these facilities has to rely on the Welfare Committee of his ship or Establishment to vote sufficient funds to cover these expenses.

In these days of diminishing incomes and mounting costs, particularly in the price of gear and travel, Welfare Committees are not always able to vote the large sums required. Accordingly, sport in the Unit is apt to suffer, and in some cases this is true of Sport at Command level. The Home Air Command is already crippled by excessive travelling expenses, and cannot field full teams in every sport.

The Sports Control Board helps in this problem within its limited resources, but this help is not, and can never be, fully adequate by itself. It is one of the problems which will have to be faced if sport is to continue to fulfil the ideals set out in the foreword by our Director.

Growth of the Branch

In the days when men went down to the sea in tiny wooden ships with lofty masts, long spars, and vast spreads of canvas, sailors had to be tough to survive. If they were not tough when they first went to sea, men soon became so, or else succumbed to the rigours of the life. The strenuous exercise involved in climbing, rigging and working sails, raising boats and working capstans, ensured a physique and constitution beyond compare.

With the advent of steam, life in the Fleet became somewhat less strenuous, and the standard of health—both mental and physical—began to decline. It became apparent that in order to preserve the health and morale of the sailors, and consequently their fighting efficiency, some form of artificial exercise had to be introduced to replace that lost in the passing of the sailing ship era.

Towards the end of the last century, selected men were sent to Aldershot, the home of the British Army, to study and be trained in their methods of physical training. In those early days, dumb-bells, weighted bars and clubs were used extensively, and the consequent effect was the improvement of the torso and arms. This

method, although employed by the Navy at first, was found to be having a detrimental effect upon the men who required all-round exercising, and Admiral Palmer was despatched to the continent where physical training methods had reached an advanced stage, to discover a method which could be employed ashore and afloat to produce fit men, and to maintain their standard of fitness. There he discovered a system, and brought back to Portsmouth a Swedish professor—Alan Broman—who, with his knowledge and ability, started a P.T. School in the R.N. Barracks. Commander H. D. R. Watson was the first Superintendent appointed, from 1905 to 1908. In the year 1910, the present P.T. School was built. The present day strength of the Branch is thirty-nine Officers and 314 Ratings.

Organisation of the Branch

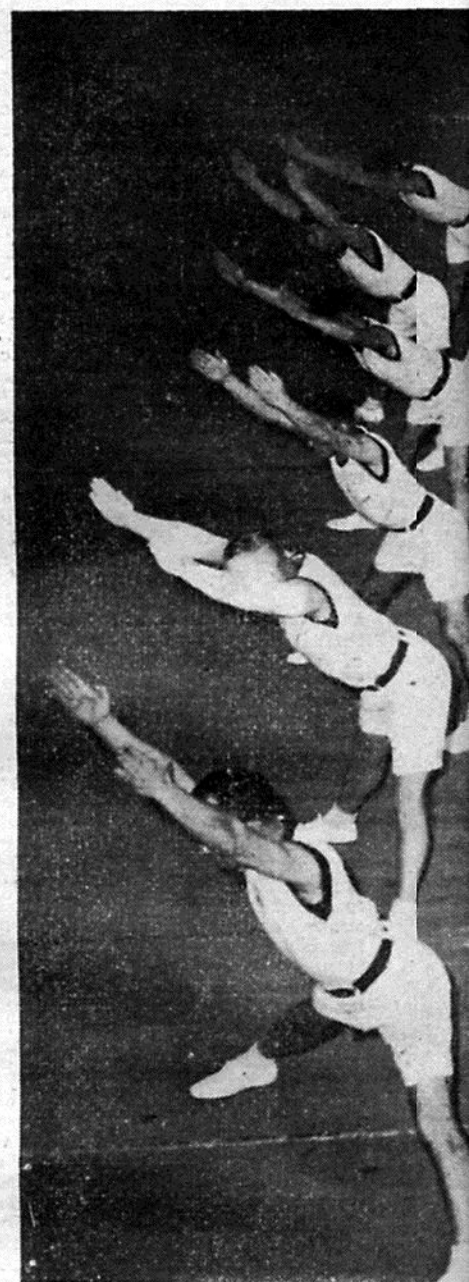
The R.N. School is maintained for training Officers and Instructors, and comes under the direct control of the Director of Physical Training and Sports. D.P.T.S. holds the unique position of being the only Director of a Branch or Division of the Royal Navy to operate outside the Admiralty. However, he maintains direct liaison with the Admiralty through an Assistant Director of P.T. and Sports, in D.W.S.C.'s Department. The Assistant Director is the Hon. Secretary of the R.N. and R.M. Sports Control Board, is responsible for producing annually the Sports Handbook, and deals with P.T. problems at the Admiralty.

The Director is responsible for the P.T. Organisation, and advises on the sports policy within the Navy. This is an important point, as it is not within his province to tell a Commanding Officer what games are to be played in his establishment, nor the hours he must devote to Physical Training. He is the Naval Representative on the Royal Tournament Committee. He is a member of the Sports Control Board and he controls indirectly the twenty-two Associations which cover the field of their activities. These duties involve a considerable amount of travelling and allow him little time at the P.T. School; consequently the organisation and administration of the school is exercised by a Commander, who is, in addition, "Chief of Staff" to the Director, and performs the functions similar to those carried out by Deputy Directors of Admiralty Departments.

The R.N. School of Physical Training

So you see the object of the P.T. School is to produce Officers and Men to help organise and administer the sports which you, the Officers and Men of the Navy, wish to play. The main products are P.T. Officers, Sports Officers and Physical Trainers. In every Command Fleet and Part One Training Establishment, there is a P.T. Officer and a Staff of Physical Training Instructors whose job is to co-ordinate the games and sports.

The Sports Officer, whom the wise Commanding Officer selects most carefully for this important duty, may or may not be a product of this



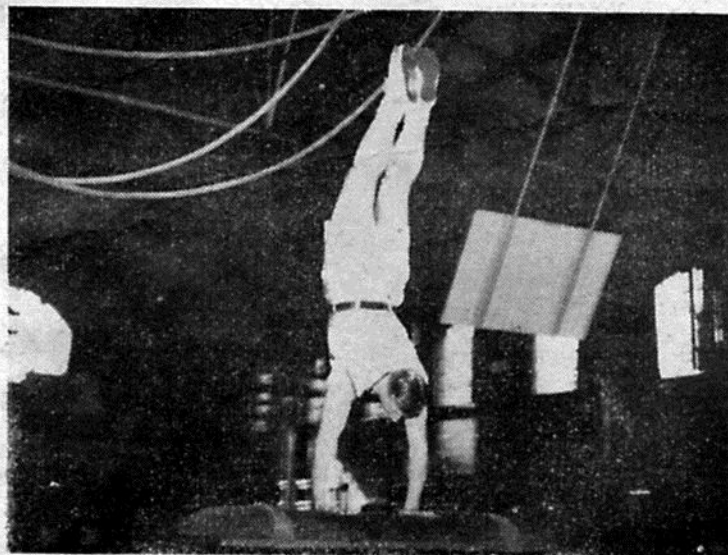
Class under physical training in

School. But realising that team spirit, good morale, and the recreation of a sailor's body and mind is best fostered on the Playing Fields, Sports Officers courses are held annually. Any Officer detailed to become a Sports Officer can apply to undergo such a course, shortened if necessary to suit the time that can be spared. The course is a comprehensive one which includes the organisation and conduct of sports, and some knowledge of refereeing and umpiring the more important games.

In the case of the Physical Trainer, the object is not to provide top rate apparatus gymnasts as so many people believe, but good all-round Physical Trainers for the Fleet. Whilst gymnastic apparatus work is included in the training syllabus for all Physical Trainers, no undue emphasis is placed on this more specialised subject. Rather is the emphasis placed on the ability to organise all the main games played by personnel of the Navy, and a high degree of ability in the taking of classes in the Swedish system of P.T.

The Instructional Staff consists of P.T. Officers and selected Physical Training Instructors from each of the home ports. The Staff includes a specialist in boxing, judo, fencing, athletics, and swimming. A part of the School building houses the Command Swimming Bath. The bath staff are responsible for teaching the non-swimmers in the Command, and for teaching physical trainers and other volunteers the methods of instruction for all aquatic subjects, including life-saving. The number of non-swimmers who have received instruction in the past year in the Portsmouth Command alone amount to 12,668. Swimming is vital to the sailor for obvious reasons, and the physical trainer is the man who teaches it to the Navy. The accent is placed on the breast stroke because it is the most practical, should one find oneself fully dressed in a choppy sea. Every qualifier is encouraged to take the Royal Life-

Instructor Demonstrating



Instructor performing a handspring over the high box

PHYSICAL TRAINING BRANCH



Instruction in the P.T. School gymnasium

Saving Society's Bronze Medal, or a higher award, if he can.

The R.M. School of Physical Training

The Royal Marines have a P.T. School at Deal which is run on similar lines. Their numbers are, of necessity, much smaller, and their courses are limited, but with the exception of the inclusion of Battle Physical training in their syllabus, the instruction is much the same. Royal Marine physical trainers function with their Naval counterparts when embarked, and they bear the same specialist gradings. There is a strong link between the two schools, and a Royal Marine Officer and two instructors serve on the staff at the R.N. School of P.T.

The Physical Trainer

A potential physical trainer must be a volunteer from the seaman branch. In very special circumstances, exceptions may be made to this rule, and these are governed by A.F.O. 92/55, from which it will be seen that Admiralty approval is required in such cases. He must have passed for leading seaman, be medically fit, and recommended by his Commanding Officer. Subsequently, his advancement is similar to any other seaman, and he is a seaman first, and a specialist second.

Once accepted, the aspiring physical trainer has much to learn, and many qualities to develop. These qualities are not easily acquired—they are brought out by six months of hard work on the parts of both pupil and instructor. The main requirement is for him to be able to take a class in Physical Training or Exercising, and to be able to do this well requires much practice. About one half of his time as a physical trainer is spent class-taking in the

gym if drafted to a training establishment.

In addition, Anatomy and Physiology are taught, to give a true background and understanding to physical training. Lectures are also given in First Aid and the immediate treatment of common sports injuries.

Every new physical trainer qualifies as a third class Navy Soccer referee, and has some knowledge of every game recognised by the Royal Navy. Of the sports, Athletics, Boxing, Fencing, Judo, Bayonet Fencing and Swimming he has enough knowledge to teach beginners, and is capable of training a unit team for competitions. Judo, because we are a fighting Service, and Swimming because our lives are spent on the sea, are worthy of a special note. Judo is taught with side-lines for application to Unarmed Combat and Self Defence—accomplishments useful to anyone, and more especially a fighting man.

Little has yet been said about apparatus work and agility learned in the gym. This has been left until last because, although great fun and spectacular, it is probably the least important feature in the life of a seagoing physical trainer. However, box horse vaulting, parallel bars, horizontal bar, agility, chair tricks, and trapeze are all taught, and all physical trainers are expected to keep themselves up to standard in performance throughout their career.

Displays

Most Physical Trainers, given time to rehearse, are capable of performing in a variety of displays. The most spectacular are the window ladder, high box and chair trick performances put on at the Royal Tournament. For a Navy Day or local fête, Judo, comic boxing, agility and parallel bar or trapeze work over a swimming bath are popular items, which always please the public. A recent performance at Wembley for the El Alamein reunion was much appreciated by veterans of the Eighth Army.

Promotion and Prospects

This course produces the first grading of Naval Physical Trainers, the P.T. 2nd Class. The succeeding grades of P.T. 1st Class and Staff P.T.I. undergo further courses at the P.T. School, but not before they have had several years experience ashore and afloat. It is by hard experience, the delight of success, the disappointment of setbacks, the satisfaction of hard and rewarding work, that the physical trainer learns his job, far more than by long courses of instruction.

Unfortunately, the problem of stagnation amongst staff physical trainers is beginning to arise as a result of fifth and sixth five engagements. This, in effect, is slowing down the advancement of the younger men and in the foreseeable future there will be few vacancies for the Physical Trainer, 1st Class, serving time for pension. As there is no 3rd Class P.T. rate, the promotion prospects of a young leading hand joining the branch may appear unfavourable, compared to his contemporary specialising in gunnery and torpedo. Yet

the volunteers are forthcoming, for sport is unrationed, whereas the firing of guns and torpedoes is curtailed by economy.

Branch Rank

Before the War, the avenue of advancement for the ambitious physical trainer was to pass for Boatswain, and so to Lieutenant and above. Indeed, this avenue is still open, but it necessitates forsaking the P.T. Branch.

Since the War, the Admiralty have instituted a Branch Rank of P.T. Officers, eighteen being the number allowed, which gives a 1 in 16 chance of promotion, a figure which compares favourably with other Branch Ranks. The disadvantage of this avenue of promotion precludes any further service at sea.

The R.N. and R.M. Sports Control Board

During and prior to the first Great War, games and recreation in the Navy were administered by Port, Fleet, or Squadron committees. The various associations ran their respective sports very much as they do today but they had no assured income, and they only survived by great individual effort and voluntary help.

In 1920, a Board was established to control the financial requirements of sport in the Royal Navy and the Royal Marines. Its first action was to purchase the Rectory field at Devonport with a loan of £9,000 from the Treasury. It is interesting to note that the Board received a capital of £21,000 from Admiralty funds and small private subscriptions, and of the former, by far the largest part came from the "Fish Profits Fund." During the First World War the coastal patrol service consisted mainly of fishermen who continued with their profession. The profits from the sale of fish went into this fund.

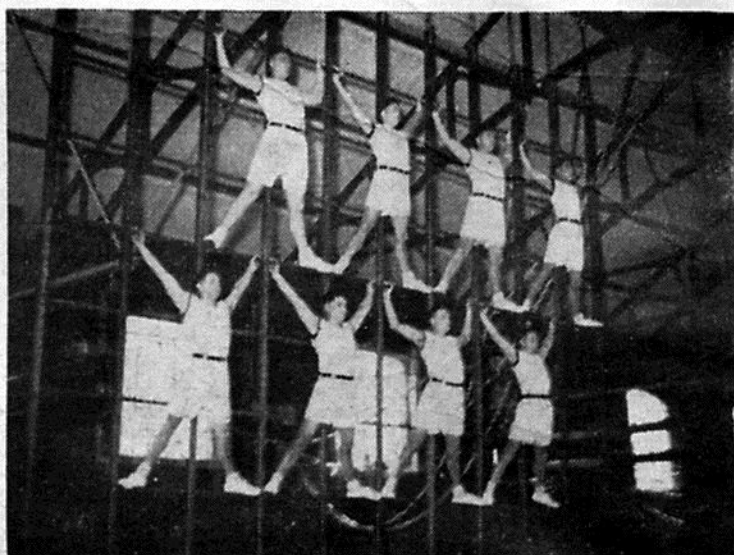
The fund of the Sports Control Board, classified as a charity in 1930, has benefited from several sources, notably that of the Nuffield Trust, and now stands at approximately £166,000. The income is in the region of £5,500, of which £2,800 goes to the non-self-supporting Sports Associations, and the balance in grants and loans to H.M. Ships on commission. Shore Establishments do not qualify for grants, but benefit from loans, free of interest. This is not, however, sufficient for all our needs.

The introduction of the General Service Commission with its reduction to eighteen months commission has considerably increased the calls on the income of the Board.

It should be appreciated that the function of the Board is to help all sections of the Naval community, and the larger the income available to the Board, the more extensive is the help which can be given. When Ships pay off, or Establishments have surplus funds, there is this ready-made charity which might benefit. By helping the Board, you help yourselves.

The Board, under the Chairmanship of the Second Sea Lord, has representatives from the R.N., R.M., and W.R.N.S., and meets at the Admiralty.

Window Ladder



Window ladder team performing a "Crucifix"

Organisation of Sport in the Royal Navy

Those of you who aspire to playing for the Navy may wonder how Sport in the Navy is organised.

There are listed in the Sports Handbook some twenty-two Sports Clubs and Associations available to Officers and Men of the Royal Navy. These range from the better-known sports such as soccer, rugby and hockey, to those which are, perhaps, not quite so well-known, such as the R.N. Pipers Society, the Ski and Mountaineering Club, and the Birdwatching Club, to mention only a few. Rugby and Association Football alone are self-supporting, but all other associations are, or can be, helped in varying degrees by the Sports Control Board.

The Director of Physical Training and Sports holds a watching brief, and takes an interest in all the competitive sports, being the Chairman of, or ex-officio Member on, nearly all these many sports committees. He is assisted by the R.N. Sports Officer, who is appointed by the Admiralty for the sole duty of Hon. Secretary of the following sports: Boxing, Fencing, Swimming, Athletics and Basketball. The R.N. Football Association alone employs a retired officer as full-time Secretary and has done so since 1923, whose salary is paid by the R.N.F.A. Undoubtedly this makes for efficiency and continuity.

All other sporting associations are run by their own elected Chairman, Committee, Secretary and Treasurer; most have a neat, compact organisation. All of them have been built up by members of the Royal Navy for members of the Royal Navy. Some

of these sports operate on a competitive basis, others are for the enjoyment of spare-time activities. All are open to any member of the Navy who cares to join.

The successful organisation or otherwise of each sport is often reflected in the competence of its Secretary, the hard work of its committee, and the enthusiasm of its Chairman. In every case, D.P.T.S. is available to help, as are the qualified P.T. Officers. But since each organisation is voluntary, their role has to be that of diplomat rather than dictator.

Much the same organisation exists in each Command, Fleet and Squadron, down to each individual Ship and Establishment. Even the part of ship team has its own selection committee.

There remains the most important link in the chain, the individual games player, without whom no sport is possible. If you are sufficiently keen, there is plenty of sport for you, and who knows, a Navy Cap may be your reward. It is up to you.

Thus, the games you play are in fact run by yourselves. However good the organisation, you, the players, are the ones that matter, and all is worked to this end. Whenever you require assistance and technical knowledge the P.T. Staff is there to help and advise. The measure of the Physical Trainer's success, the reflection of his personality, and his ability to encourage others is shown by your response to his efforts. The pipe "Control parties and guns' crews close up" has to be obeyed, whereas that of "Sports parties fall in" is optional.

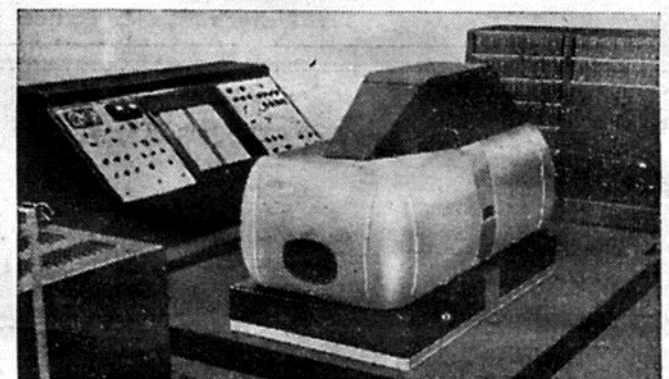
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From the Editor

IN this, the third issue since becoming the official newspaper of the Royal Naval Association, it is encouraging to be able to report that we have had many letters from Branch Secretaries saying how much the members of their branches have appreciated the paper.

May I impress on Branch Secretaries the valuable part of the Calendar (see page 10 of the November issue) can play in bringing to the notice of so many people their forthcoming events and we hope that more use will be made of this feature.

I should also like to stress the importance of Branch News for inclusion in the paper reaching me by the 20th of the month at the latest. Otherwise production difficulties arise and in some cases it could mean articles could not be included due to available space being fully booked. Thank you.

PENSIONS AND WELFARE

I have, during my many meetings with members and on odd occasions, listened to many varied questions concerning Pensions and Welfare. Many shipmates have said, "I did not think any notice would be taken," "it has not been worth the trouble of enquiry" and so on.

Your question may result in great benefit and assistance to those with whom you may come in contact with during your everyday life, and the service available to you and the dependants of Naval personnel, is free.

A letter addressed to the Hon. Secretary Pensions, The Royal Naval Association, Headquarters, 2 Lower Sloane Street, London, S.W.1, is assured of a reply.

I have found that questions raised by those in receipt of a pension in respect of Naval Service, receive every consideration when forwarded direct to the respective Pension Issue Department or to The Director of Navy Accounts. Delay is prevented accordingly.

Disability and other like awards are in many cases subjected to changes in circumstances, health and age. Enquiries from recipients of these awards are welcomed.

Appeals: It is advisable to make every enquiry before the appeal is commenced. Difficulty is met with when an appeal has been commenced without thought by an appellant. If advice is sought many pitfalls are avoided and unnecessary worry saved accordingly.



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER
Patron: H.M. The Queen

Havant Branch



(Photo: Peter G. Graham)

If the first advice does not agree with your views on the question, obtain further advice and be assured in your own mind. Many small points may have been overlooked on the first occasion.

The valued service of the Royal Naval Benevolent Trust should not be overlooked when questions of welfare are concerned and all applications are sure of attention.

I wish to take this opportunity to thank all those who have assisted me

in my endeavours to render a service to others.

To all serving in the Royal Navy, happy ships with good fortune in all waters, to all shipmates and their dependants, every happiness along with good health in the forthcoming year and the years to follow.

CHARLES H. WHEELER,
Hon. Secretary Pensions.

BRANCH NEWS

HAVANT

ADMIRAL SIR Harold Burrough, G.C.B., K.B.E., D.S.O., the President of Havant Branch, introduced Admiral Sir Kenelm Creighton, K.B.E., M.V.O., J.P., when the latter attended his first meeting on November 1. He was elected a Vice-President of the Branch and said he would do all in his power to put the aims of the Association into effect and to assist the Branch whenever possible.

Four days later the President and the new Vice-President were at the Branch Annual Dinner, which was held in H.M. U.C.W.E. Guests at the Dinner included an Officer from the Establishment, the Chairman of the Royal Naval Association (Portsmouth), representatives from the Territorial Army (Havant), the British Legion (Havant) and the Chairman of the local Urban District Council.

The B.B.C. xylophone player, Joan St. Paul, gave some very popular solos after the Dinner. Other cabaret artistes, who continued to perform in darkness and by candlelight during a twenty-minute electric power failure, were very popular and much appreciated.

Shortly after the last Report went to press, the Branch lost a Dart Match against the Black Dog Dart Team. The Match was followed by a very popular Social Evening.

The Branch joined other Service Associations in the District for the Parade and Service on Remembrance Sunday.

Television has been fitted in the branch meeting place, so members can meet there to view any programmes which particularly interest them.

CALENDAR.—January 3, 1956, Havant Branch Annual General Meeting. January 8, 1956, Havant Branch Quarterly Church Parade at St. Faiths' Church.

SHERBORNE

THE SHERBORNE Branch reports that their President, Admiral Fox is a patient at King Edward VII Hospital for Officers, London, for further treatment as a result of a recent motoring mishap.

Possibly because of the inclement forenoon the number of shipmates who joined the Parade with Standard to the War Memorial and Abbey Church on Remembrance Sunday was not as representative as it might have been.

Shipmate Fred Brown, one of the old E.G. ship's company of Baltic fame in the 1914-1918 War, who placed the wreath in position at the Unveiling of Sherborne War Memorial in November, 1921, carried out the same duty this year on behalf of the Branch.

A dance in aid of Benevolent Fund and Children's Christmas Novelties was held during the week.

Arrangements are now in hand for a New Year's Dance.

Obituary.—His many old shipmates will be sorry to hear of the death at Sherborne on Sunday November 13, of Reginald Hann, ex-Royal Marines, after a long illness.

J. P. AHERNE, Hon. Secretary.

DARTFORD

HAVING SAMPLED PORTSMOUTH NAVY NEWS, the Shipmates here find it much to their liking, and have asked me to report on Dartford and its Branch members through these columns.

Another very good reason for rushing into print, is that it will save our Secretary the trouble of writing quite a few letters of appreciation to Branches, and Pompey in particular, who so generously supported our appeal on behalf of Monica Page some two years ago. It was my pleasant task a few weeks ago to present a cheque to her father, our Branch Treasurer, for his daughter. This was coupled with our great admiration for her magnificent fight against nearly impossible odds. At the subsequent meeting, early this month, Monica herself was present, and despite the worst handicap of all, total blindness, it really did give all of us who were present a sense of joy and wonder that she can still face life so fearlessly and with such serenity of mind and spirit. May I say "Thank you again" on behalf of Monica, her family and ourselves, Shipmates of Dartmouth Branch.

E. COLLIER, Vice-President.

DURHAM

IT WAS our small branch that "put on" July's R.N.A. Conference—we have a small but keen bunch of chaps and, moreover, we have some excellent facilities in our University City.

We just wanted to say hello to other shipmates who were lucky enough to be delegates here during the July Conference and to inform them that the occasion was as good as a transfusion to a sick patient. More new members are joining and the attendance at our monthly meetings has improved. With only 40 members we haven't much leeway.

Especially are we happy in having among our keenest members recently retired Rear-Admirals Hutton and Laybourne. Both are domiciled here and very happy about it too. They are jolly good mixers and as such we are most privileged to have them in our branch.

Quite a few of us meet weekly but we are expecting a big crowd of shipmates and their ladies at our Christmas Social on Wednesday, December 21, in our Headquarters at the Dun Cow Inn. It is a case of "big eats" and "splicing the main brace"—all expenses paid from our annual "swindle".

Today we had a good representation in the British Legion Parade at our beautiful cathedral.

FOLKESTONE

SINCE OUR last report we visited the Festival Hall for the Annual Reunion on October 8, where everybody thoroughly enjoyed themselves. Now we must sit back and wait for the next one to come round, as one and all voted that it was a night not to be missed.

We had another very successful Social on Friday October 21, when we had the pleasure of our local shipmates and friends from Deal, New Romney and Lydd Branch visited us on Friday, November 18, when we had another good evening's entertainment.

We shall be pleased to welcome any rating who is leaving the Service or on leave in the district. Why not contact me or visit us at our monthly meeting which is held the first Friday of each month at the Guildhall Hotel. We can assure them of a cordial welcome.

LEWISHAM

THIS BRANCH wishes to extend a cordial invitation to all members of H.M. Ships visiting the Thames, or London on leave to visit our Headquarters at 10 Belmont Hill, Lewisham, S.E.13, where we have a fully licensed bar, open every evening.

There are always plenty of social activities and you can be sure of spending a really enjoyable evening with us.

To all our shipmates in the R.N.A. may I, on behalf of the Lewisham Branch, wish you a Merry Christmas and a Happy New Year.

HEYWOOD

THE MONTHLY meetings of the Heywood Branch of the R.N.A. have been increased from one to two, namely, the second and last Wednesday evening of every month at 8 p.m. in their Headquarters, The "Railway Hotel," Manchester Street, Heywood.

Any personnel wishing to visit us on these nights will be very welcome.

AREA TWO REPORT

THIS IS the season for annual dinners, and as your Area Honorary Secretary, I had the honour of attending the Ashford Annual Dinner. This was their first effort and the organisers are to be congratulated on such a splendid launch.

Gillingham will shortly be holding its Social and Guest Evening, and we hope it will be the success it so richly deserves.

Chatham just thrives on social events. We all hope that their friendly challenge to all branches for competitive games will bear fruit.

Maidstone holds its Eighth Annual Dinner on November 26, and its success is already assured by the numbers who have promised to attend.

Branches may be interested to note that the Welling Branch has a quantity of flags and bunting available for hire at a small charge. This ought to be handy for parties this Christmas.

All Seasonal Greetings and please make a note of the date of our next Annual General Meeting—January 14, 1956.

T. F. ASPREY, Hon. Area Sec.

THE HOUSE THAT JACK BUILT

THE STORY OF H.M.S. "EXCELLENT"

By

Commander R. Travers Young
O.B.E., R.N.

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Admiral Lord Chatfield in his foreword,
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Branches of the R.N.A. No. 3 DURHAM

THIS MONTH'S branch, at least in name, will be familiar to many R.N.A. members since it was in the charming city of Durham that this year's A.G.M. was held. That they had organised every detail, including the weather, goes to show what even a small branch can do if they put their mind to it.

No doubt such a function would come easily to a few of the larger branches, but smaller ones, which at present predominate, would be somewhat startled to be selected as the venue of such an important gathering, bearing in mind the tremendous organisation required. Durham shipmates were probably very startled at first, but no signs of panic were evident by the Committee or ordinary members during the 24 hours' "occupation."

Being a stronghold of the County Regiment (The Faithful Durhams) the tendency is to serve in the Regiment and this could account for the scarcity of Naval personnel in the district. However, the relations between the Royal Naval Association and the Durham Light Infantry are very cordial, as evidenced by the very smart guard turned out for the arrival of our President in Durham.

As is the case throughout the country, the civic authorities too are on very cordial relations with the R.N.A. in Durham. The Mayor of Durham honoured the Annual General Meeting by being present and in his address said, "Of all the official

duties carried out in my year of office, none gives me greater pleasure and satisfaction than to be among the members of the R.N.A."

It will always be a principle of this item of your NAVY NEWS that personalities will not be limelighted. More's the pity in the case of Durham since here was a handful of shipmates performing an evolution with considerable precision—and apparently enjoying it. Some of them would definitely deserve "a mention."

The history of the branch must be like that of many others. There were several attempts at formation, each, no doubt, requiring considerable enthusiasm on the part of the initiators and causing bitter disappointment when only failure materialised. Success did eventually reward them and in May, 1951, the Durham Branch of the R.N.A. was inaugurated. In the ensuing four years—a short time in the eyes of some branches—the usual ups and downs have occurred, and now the branch is on a footing which we hope will be as firm as that upon which the old part of their beautiful city stands.

True to the motto of the R.N.A., Durham have put much into fostering the ideals of the Association and were probably responsible for establishing the "Area system" as a going concern in this part of the country. They cannot claim to have lavish headquarters, but at "The Dun Cow," serving and ex-serving men will find the fourth of our ideals—Comradeship—much in evidence.

RING OUT THE 'BELLES'



H.M.S. Dolphin Christmas Revue chorus line

CHELTENHAM BRANCH

Greetings to the "Navy News."

It was indeed a great shock to me when our "Lookout" went out of circulation, more so than when I went up to the pay table, sang out my number, and was told "Not entitled."

"Indeed?" I said.

"No, in debt!" said the paymaster. "On cap; about turn."

But still, we now have a paper second to none, and it gives me that feeling after reading it that we are closer to the Royal Navy to which we still belong. Though the Cheltenham Branch is in the heart of the Cotswold, we shall always be imagining that feeling of the sea breeze when reading the NAVY NEWS. It is now nine years since we commissioned, and we have had our ups and downs, and our pennants have been shown in many a far-off place in Wales. All credit is due to our shipmate R. Taylor (ex Council, Committee and No. 7 Area).

May I wish a happy Christmas and bright New Year to all old and new shipmates, wherever they may be.

FRANK K. COOPER, D.S.M.,
P/J49720, ex-C.P.O.

Command Cross-Country



P.O. H. Sharp, captain of Victory "A" team, receiving the cup from Commander-in-Chief, Portsmouth

FOR CLASSIFIED ADVTs.
SEE PAGE 15

Home-made Evening Dress



L./Wren Turney displaying an evening dress of yellow trimmed with black velvet

23rd Annual Dinner, London Branch, Submarine Old Comrades' Association

THE 23rd Annual Dinner of the London Branch, Submarine Old Comrades' Association, was a robust and invigorating spectacle. It was held at the Surrey Tavern, hard by The Oval, on Saturday, November 12. Among the many official guests were Rear-Admiral G. B. H. Fawkes, C.B., C.V.O., C.B.E., Flag Officer (Submarines), Sir John Lang, G.C.B., K.B.E., C.B. (Secretary to the Admiralty), and Mr. Noel Whitcomb of the *Daily Mirror*. After the Loyal Toast, given by the Chairman, Mr. H. H. Rose, Mr. S. D. Hancox proposed the President, to which Mr. G. A. A. Scott responded. In proposing Our Guests and Sister Ships, Mr. W. J. Sherrington called attention to the bars on the Jolly Roger which hung above the tables. These bars were to indicate the state of the building fund which had recently benefited from a Jumble Sale, opened by Freddy Mills, by over £60. Introducing the principal guest he wished Admiral Fawkes, on behalf of the London Branch, the best of fortune in his next sphere of activity.

Flag Officer's Speech

Admiral Fawkes, in reply, having thanked the London Branch for its sentiments, gave a brief survey of submarine events throughout the year. He also told of his many trips abroad, and his recent World trip by B.O.A.C. It was on the last lap of this tour, at New London, that he had taken the opportunity, to quote the New World idiom, to ride an American Submarine. He had also been honoured and privileged to attend the many activities of the Submarine Old Comrades' branches, and these visits permitted him to renew old acquaintance-

ship and to cement new friendships. He was glad to report that all were in extremely good heart. Sir John Lang, who followed, said that the submarines which were being built would be pretty good—he was pleased to be amongst the submariners again, and this down to the fact that, on the previous occasion, he had expressed his gratitude with simple sincerity. As gratitude was a lively interest in favours to come, he was pleased to note that sincerity had been well rewarded. In a speech which sparkled with anecdote, he concluded by calling attention to the fact that as a member of APSAS—a society for perpetuating short after-dinner speeches—he was ever obedient to its teaching.

Guests' Humour

Mr. W. W. Knights (Portsmouth), Mr. Suttle (Plymouth), Mr. Maynard (Medway Towns), Mr. Fowler (S.E. Kent), Mr. McCowie (N.E. England), and Mr. Betts (East Anglia) followed—they each brought the warm greetings of their branches, and their quips and inter-branch badinage added to the lively gaiety of the evening. It was Mr. Suttle's conviction that Plymouth was the cradle from which the S.O.C.A. infant had sprung; from other sources it was clear that Portsmouth had suckled the lusty youngster. It was encouraging to learn that the N.E. Branch was a young growth of over 120 members, that East Anglia saw many of the active service submariners, and that the Medway Towns were progressing towards increasing membership.

The Toast of the Association was proposed by Mr. Noel Whitcomb—it was through the publication during

the War of "Good Morning" that the *Daily Mirror* had established its link with the Submarine Service. He regretted that his newspaper had not been able to send Jane—one could only blame the weather. In a speech, humorous and gay, he gave his impressions, as a soldier, when in a naval hospital during the war, and from the ripples of laughter, his light-hearted sallies were readily appreciated. Mr. H. H. Rose, the Chairman of the London Branch, responded, and thanked the many members, particularly Mr. P. W. Elliott, honorary treasurer and secretary, who had contributed to the success of the evening.

To the honorary Chaplain, the Reverend H. Benson, fell the Toast of Our Absent Comrades—this was given with such simplicity that not only did it capture the spirit which animates companionship but brought home to all the inner significance of comradeship and the sense of service. Before the Dinner ended, the Chairman said it had become traditional to call upon an unsuspecting guest to give a short speech—this honour fell to Inst.-Lieut.-Cdr. H. G. Middleton.

Memorial Service

On Sunday morning, November 13, the London Branch attended a Memorial Service at the Submarine Memorial on the Thames Embankment. The Reverend H. Benson conducted the Service which, against the background of London traffic, achieved a quiet and humble dignity. Wreaths were laid by Admiral Fawkes and the London Branch. The Naval guard and buglers were all volunteers from the Submarine Service.

H.G.M.

Friendly Wives NORTH END BRANCH

THERE WAS a good turn out of members at our meeting in Fisher Hall, Whale Island, on Tuesday, November 1, when Mr. Brian Bulpitt came to give us a talk on "Fabrics"—a talk which proved most interesting—ranging from the very limited choice of fabrics our grandmothers had in their day to the very newest stretching nylon of today. Unfortunately our Chairman Mrs. Rutherford was not able to be present, so Mrs. Doig, our Vice-Chairman, presided.

Mr. Bulpitt also very kindly judged the "Rag Bag" competition—the three winners of which were Mrs. Stark, sewing; Mrs. Dukeman, knitting; and Mrs. Marchmont, novelty. In this competition everything had to be made out of scraps from the rag bag, or unravelled wool; great ingenuity was shown.

During this month we have been busy with sewing parties for our coming Christmas Bazaar which will be held on Tuesday, December 6, at 2.15 p.m., on Fisher Hall. Lady Willis has kindly consented to come and open it. The proceeds of the Bazaar will provide for our Children's Party in January. Many of our members attended the Southsea Branch's Sale of Work in the Victory Hut, Royal Naval Barracks, on November 14, which was undoubtedly a great success—and we hope to see a number of their members at our Bazaar, likewise members of the Vernon Branch. Arrangements are well in hand for the children's Christmas Party.

Three new members were welcomed this month. Next meeting will be on Monday, December 5, 1955.

V.G.S.

TO THOSE REQUIRING CIVIL EMPLOYMENT

If you are shortly leaving the Royal Navy, Sir W. G. Armstrong Whitworth Aircraft Ltd. are engaged in design and development work on Guided Missiles, and have vacancies offering interesting careers in all branches of this work.

Those interested should apply to the Chief Engineer, Armaments Division, giving all particulars of their technical and practical training with details of any industrial experience.

**Sir W. G. Armstrong Whitworth Aircraft
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H.M.S. EXCELLENT

THE DRAFTING Commander kindly paid a visit to our Island this month and gave a most informative lecture on the "ins" and "outs" of Drafting. We would like to thank him for this talk which put us all very well in the picture and we are happy to pass a vote of confidence in his machine. He introduced a new term to us, that of Chief Petty Officer Bell Ringer, first class. This is an admirable rate no doubt, but we feel it does not compare very favourably with the prospects offered to Flying Saucer Controllers and Rocket Loaders, rates we hope to sponsor shortly. (Volunteers apply to H.M.S. Excellent).

Returning to ground level, however, we would first like to wish all readers a very Happy Christmas for 1955, and the compliments of the season for 1956. As far as we Gunners chaps are concerned, we look back on the Old Year as being a very successful one for H.M.S. Excellent, and we look forward to the New Year because, although we say so ourselves, we have the bit between our teeth.

Congratulations to H.M.S. Collingwood in winning the Navy Cup, this was a sad blow to Whaley but Collingwood, nevertheless, deserved their win. We hope we may even the score with the Command Cross-Country, however, as our team have been showing up very well under training, and they deserve to be first home, if hard work and keenness under training is any criterion.

Last month has been a busy one for the Island; one of the advantages of this Establishment is that there is never a dull moment. In November we have excelled ourselves with two "Field Days" (Battalion Exercises) with much shouting; in fact, the Gunners Voice has been well to the fore. In a more peaceful sphere the Mobile First Aid Unit from St. Mary's have attended with the Florence Nightingale touch in a realistic Passive Defence Exercise. During this someone did their best to burn down the Island, but apart from consternation in the Pig Farm, the situation was eventually brought under control which only goes to show how effective our fire fighting is. However I must not bore you with these commonplace activities, and in wishing you once again a merry Christmas from all on the Island I must remind you that December 4 is St. Barbara's Day and ask you to say a Prayer for the poor Gunner wherever he may be.

"Gaiters"

H.M.S. FLEETWOOD

WE START this article by saying "Goodbye and good luck" to Lieut.-Cdr. James Scott, R.N., our 1st Lieut. for the last two years who has been appointed to R.N.B., Chatham, and a slightly belated "Hallo and welcome" to Lieut. C. M. Sutton, R.N., our new 1st Lieut.

The results of the various competitions run during our North Sea trip were as follows. Darts Singles—L./Cook(S.) Gough. Darts Doubles—L./Steward Gandle and Steward Gray. Uckers—A.Bs. Harvey (now on the Tumult) and A.B. Rideout. Crib Singles—C.E.R.A. Jacobs. Crib Doubles—R.E.L. Lord and P.O. Mitchem. The Chess competition became so long-winded that we had to abandon it. The Beard competition was also condemned to die a quiet

COMMAND NEWS

H.M.S. Fleetwood



Whiskers Incorporated

death because we could not find a young (and of course, pretty) lady to volunteer as a judge. We did, however, pose for a picture which we hope will be included in this issue. Whilst on the subject of our North Sea trip we would like to confound our critics on one of our "chummy" ships, who remarked in the canteen that Fleetwood only proceeded to sea on this trip when the weather was calm. We steamed exactly 3,856 miles in fifteen days. On nine of those days we ran into gales and on one notable occasion "hove to" for eight hours with a wind speed reaching seventy-two miles an hour, or to be seaman-like—just over force twelve. Whilst we are blowing our trumpets—and if we don't, who will?—our mileage for the last two years is exactly 32,000 miles, and digging into the past we find that in eighteen-and-a-half years steaming, the "old grey girl" has done 320,000 miles. "Born 1936 and still going strong."

As a closing "dart" I would like to add that the clot who said that lightning never strikes twice in the same place wants to look at our daily orders of January 1, 1953, and our future programme for January 1, 1955 (period).

And so once again from the flower gardens of N.W.W.(N) we bid you a sailor's farewell with the appropriate sound effects.

Count So-Vile.

In Memoriam

C. Stubbington (Pensioner), Pension No. 20310, Died November 2, 1955.

D. Weatherhead, P/M.950313, Cook(O). (Royal Naval Barracks, Portsmouth.) Died November 4, 1955.

H.M.S. DOLPHIN

WE HAVE said goodbye to Capt. E. F. Pizey, D.S.O., Royal Navy. With traditional ceremony his car was hauled through the Queen Anne Archway on the first leg of his journey towards assuming command of H.M.S. Theseus at the close of the year. To Capt. and Mrs. Pizey we wish every good fortune. In their stead we welcome Capt. and Mrs. Gregory to Blockhouse Fort, and to the charm which is the Dolphin peninsula. We wish them both an enjoyable stay, and every happiness.

Dolphin's Christmas Revue, 'Grew-pup', a scintillating and lavishly staged show by Lieut.-Cdr. R. V. Bates, costumes by Kit Cardew, scenery and decorations by Cdr. D. Cameron, V.C., will be shown as given below:—

Junior Rates.—1930. Friday, December 2; Junior Rates.—1930. Monday, December 5; Officers.—1900. Tuesday, December 6; Chief and Petty Officers.—1930. Wednesday, December 7.

There is a novel ballet scene in which fluorescent costumes heighten the bizarre, and the opening chorus of eight beautiful belles is said to be more than spectacular. An outstanding feature is the musical operetta, Jake's Progress (Jake is played by Cdr. P. G. Sharp), and the colourful costumes and songs (by R. E. M. Fairweather) should serve to provide a memorable evening which Dolphin wives will appreciate. Lieut. Hermann, an expert in the devious mechanics of the human mind, will give examples of thought reading during the evening.

H.M.

R.N. BARRACKS

Visit of the First Lord

ON FRIDAY, November 18, R.N. Barracks was honoured by a visit of the First Lord of the Admiralty, the Right Honourable J. P. L. Thomas, M.P. He inspected Divisions by Land Rover, took the salute, and dined in the Wardroom. For this important occasion a one hundred per cent muster of officers and men was paraded and a signal was later received from the First Lord congratulating all on their smart turn-out and drill.

Hallowe'en Ball

The Hallowe'en Ball had all that was expected of it. The décor, especially Lieut.-Cdr. Bruce-Walker's Englebrecht-styled witches landing on aircraft-carriers made the gym, and drill shed a grotto where ghosts could gossip and phantoms glide. Two thousand people danced to the Royal Marines band and remembered superstitions of their childhood. Sir George Creasy seemed to appreciate the efforts made by his flagship. It was a pity that Lady Creasy could not attend because of a cold. Local hospitals and stores sent along their stalls who, with the Wrens, ensured equality of sexes. With so many fair ladies present it was perhaps as well that there was no general move to wear masks. We enjoyed ourselves and look forward to being bewitched next year.

Antarctic Expedition

It is certain that when Surg.-Lieut.-Cdr. Dalgliesh and Mr. Lush, recently Barracks bos'n, make their landfall in an alien Antarctic they will know all their onions. They ought to, considering the abundance of onion seed and rich compost that they have taken with them. Both are members of the Trans-Antarctic Expedition's advanced party—the Royal Society's contribution to the International Geophysical Year. The main party will not arrive until next year to relieve them. The certainty of a white Christmas is possibly proving cold comfort to them both.

Big Cricket

None is more qualified than E. W. Swanton to talk about big cricket. He opened the Officers' Lecture Series in a very happy vein of anecdote; Bradman avoiding his round of drinks by asking for a cup of tea to be taken to his rooms, "Deafy" Tallon losing the match for his side, the silence in the Yorkshire dressing-room when a championship match is lost; Mr. Swanton spun his thread of the tenaciousness and humour of the game from the First World War to the present day, and covered a multitude of questions. Big cricket makes for big men and tall stories, it seems. But unlike fishing the miracle catch is often true.

Christmas Steak

The call-order system will be in use in the N.A.A.F.I. in time for the Christmas dinner. The roast beef of old England seems to be out of fashion, and arrangements have been made for the Christmas steak to be grilled within aroma distance of the customer. The kitchen, however, will still provide the more traditional meats if required. There is now a notice-board at the N.A.A.F.I. entrance. Advertisement space is free after application to the Welfare Secretary.

Dance Russe

The Moiseyev Folk Dance Company recently gave the Russian Ambassador a fine chance to entertain. Two hundred and fifty seats were given to the Portsmouth Command for the performance on Thursday, November 10. The sixty-four officers and men from barracks spent an evening of thorough enjoyment. The very real smiles, the mystery of the Cossack dance-synthesis of partisan war activities, and the fight of the Nenetchins, which a few nights before had amused the Royal Family, impressed us most. The Baltic Fleet had provided cabaret to thank us for hospitality during its visit. The Empress Hall saw the logical extension of that cabaret and so an unexpected double reward for the hosts.

"The Sleeping Beauty"

The "Victory Players" are busily preparing to greet Christmas with "The Sleeping Beauty." The pantomime is an all-out (and with the co-operation of the "Duchess of Kent") all-barracks effort. Music, words, scenery and costumes are locally produced and enthusiasm is rocketing high in a plethora of fizzling squibs

of wit, laughter, dance. So much contemporary licence is given to the old fairy theme that the producers of today are proud to state that any resemblances are entirely accidental. Staged on December 7, 8, 9, seats are free by ticket only, and Barracks will be proud hosts, it is hoped, to packed houses. To all who can, come.

H.M.S. MERCURY

OPENING WITH a bang this time the echo of our Bonfire night celebrations, which exploded here on November 4, we merely remark that the effigy of that misguided hero "Guy Fawkes" bore a remarkable likeness to our First Lieutenant in girth, mark of rank and size of shoes. I am assured though, that this was pure coincidence. This may cause some doubt in many readers minds especially when the pantomime this year just happens to be "Robin Hood" (no relation to 'Pincher Martin'). The grapevine does reveal that it is a fine choice, well suited to the principal characters involved and has been produced and written by Lieut.-Cdr. S. Adcock. (Money to Money). The act (Criminal 1804) will be executed for the general public's benefit on December 5 and 6, and we do recommend that it will prove to be money well spent.

The usual progress is being made towards the end of term activities by all and sundry. Chief Petty Officers, Petty Officers and Signal School messes are holding dances and children's parties for their respective members, wives and children and we wish them all every success.

I must add a special bouquet for the Petty Officers Mess R.A. Members wives, who have graciously stepped forward and offered to add to the choice selection of foodstuffs with their own particular speciality. It is greatly appreciated and will we know, enhance the whole proceedings.

Punch and Judy are again in great demand, and the schedule of visits is already being planned in order that no section of the community need miss the show, except of course, for the Broadwalk vigilantes for whom there can be no hope, alas.

Finally, the photographer has done us grand over the selection of the scene chosen for inclusion in the establishment's Christmas Card. It covers every aspect and will bring many memories to those whom we may refer to as "Absent Friends."

The latter a favourite and well worn toast at this time, offer it to you all.

SPORTS

NOW THAT we are well into the Winter Term, we can give a reasonable resumé of our Sporting activities to date.

Soccer

With the training requirements of an establishment of this style, and the ever recurring requirements of the "Eyes and Ears" of the Fleet in the Autumn exercises, it is never possible to turn out a consistent team two weeks in succession, hence we have entered only in Division II and Division III Leagues this season.

Our teams have given a good account of themselves on the whole, in these Leagues and have struggled hard in the additional cup games, but with the life-blood drained away by drafts we have not notched as many wins as we would have liked.

No star turns have been produced either for the Command or Navy, but we are pleased to report that L.R.E.M. Lane by his consistently good donkey work for two seasons at least gained a place in the Command Team which played the Command Royals.

Rugger

Through the untiring efforts of our Rugger Secretary we are glad to be able to report steady progress and some very good wins against worthy opponents, a great improvement in our efforts against last season's heavy list of losses.

Hockey

Here we are torn between two masters, although we have some U.S. talent in our midst, we are unfortunate in their not being available for all our league games.

We have however managed to dumbfound the critics by beating R.N.H. Haslar who were dominating the league up to this game.

Cross-Country

We have managed a few outings to date, and are eagerly looking forward to the Autumn race to see how our Junior teams progress.

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H.M.S. BULWARK

DURING THE month of November, H.M.S. Bulwark has pursued her normal task of Trials and Training Carrier with the exception of a short visit to Cherbourg, which is well known as a port of call for the Queen

when the ship is at sea, it is not unusual to see them going round the Flight Deck in the evening at high speeds. In fact it has been suggested that it would be far more safe for pedestrians if a few Zebra Crossings were made!

During the next couple of months



Rear-Admiral R. G. Onslow, C.B., D.S.O., F.D.F.(H.), presenting the Arbuthnot Trophy to the captain of the winning team

Mary and Queen Elizabeth. Bulwark arrived late on Wednesday afternoon passing the outer breakwater at about 1630 (French time), all clocks on board having been advanced one hour. The weather during our stay was cold but most people found that the liquor was quite the opposite. Some officers and ratings took the opportunity of visiting other French towns further inland and there were organised trips to Paris. Caen was another town which a few of the ambitious visited, and the Bulwark cyclists, as usual, were keen to break fresh ground. During the commission so far, one of the most outstanding sports on board has been cycling and I think that I would be speaking for all the cyclists in Bulwark in thanking P.O./Wtr. Carter, whose enthusiasm has always been an inspiration to others. P.O. Carter formed the Bulwark Cycling Club when the ship commissioned and even

we shall be losing quite a large number of officers and ratings who stood by, and commissioned the ship at Belfast. We wish them all well in their new jobs.

One very important piece of news which occurred too late in October for the November issue was that H.M.S. Bulwark won the Home Fleet Cross-Country Championship at Rosyth. Other ships participating included H.M.S. Tyne, Apollo, Centaur, Albion, Eagle, Glasgow and Home Fleet Destroyers. A bronze statuette was presented by Rear-Admiral Onslow to the Captain of the Bulwark team, Shpt. Burke.

Christmas will soon be upon us and the main leave party go on December 9 for a well deserved rest. The ship will be remaining in Portsmouth until the end of January and will then be embarking on the Spring Programme.

H.M.S. DRYAD

THE VISIT of the Brazilian training ship "Duque de Caxias," commanded by Capt. Luiz Teixeira Martini, to Portsmouth on October 27, was well catered for with visits to various ships and establishments, including their hosts H.M.S. Dryad, and to local places of interest. Though arrangements did not leave much time for private entertainment, dances arranged at the N.A.A.F.I. Club and Dryad provided the personal contact enjoyed by all. Language difference was as usual found to be an incentive rather than a difficulty.

Establishment Band

The band has now been formed and tuition is progressing though beset as usual with drafting problems. More volunteers will be required to keep it up to strength, especially from those who will be joining Dryad in the future.

R.I.P.

Those who have served in Dryad during the last four years will remember the old grey horse "Raphael" who was serving his fifth five and borne on the books of Dryad for establishment duties. Twenty-three years old, he was put down on November 16.

Sport

The first soccer team hold their half-way position in the League and still have time to improve. Cross-country running is now in full swing and the Dryad course is in reasonably good condition due to the spell of dry weather.

"And This Was Odd"

Presenting a comedy in three acts, "And This Was Odd" by Kenneth Horne, Wickham Dramatic Society were welcome visitors at Dryad on Tuesday, November 15. The portrayal of a small country house family scene at Christmas gave plenty of scope for humour and was much appreciated.

Christmas Pantomime

Rehearsals are now well under way and it is considered safe to call it "Ali Baba." At the moment the muster of "thieves" is over-subscribed but we are assured that an outbreak of gang warfare is not anticipated. December 5 to 8 are the production dates and the producer is living in hope.

H.M.S. PHOENIX

WE ARE slowly recovering from the shock of seeing Inst.-Lieut.-Cdr. Alabaster ride a camel into Wembley Arena on Alamein Night. The P.T. School, Collingwood and Phoenix, working as a team, presented "Crossing the Line," Neptune, suitably dressed, rode the camel. A grand show, as much fun to the performers as to the onlookers.

Our three-quarter sized soccer pitch is again acquiring a "new look," for it is being extended by some ten feet. Meanwhile, the Supply Division are running well out ahead in the Inter-port matches.

Both hockey and soccer teams are doing well, though new players will be met very shortly. About half of our active sporting members are due for either demob, or draft. The best of sport to them wherever they go.

To Lieut.-Cdr. E. H. N. Shute, who leaves us for a short stay in H.M.S. Vernon before retiring and entering the television world in January, 1956, our best wishes for "good camera." To his successor, Lieut.-Cdr. F. W. Fenton, welcome and a happy commission.

Finally, a very Happy Christmas to all, especially the retard party.

"The Bird"

SUBMARINE OLD COMRADES

THE 25th Annual Dinner of the Portsmouth Branch on November 5, Guy Fawkes' Night, was a memorable occasion—the Dolphin correspondent, a non-submariner, saw for himself the friendly milieu which the submariners themselves have created. Commander Higham, R.N. (ret.), President, who introduced the principal guest said that few, if any, had served as long as Rear-Admiral Darke in the Submarine Service. It was indeed a proud record in which his human qualities had endeared him to all, and for which Admiral Darke would be long remembered. On reply Admiral Darke, going back through the long years, gave many reminiscences, touches, grave and gay, and stated that, in his own mind, he was certain that the brotherhood of the Submarine Branch was greater than that of any other branch in the Service. He also expressed great pleasure at seeing so

many old friends, particularly Mr. Irvine Chapman (honorary secretary), and Mr. Austin, his Old Coxswain. Admiral Somerville, Honorary Life President, who followed, spoke briefly to recall an incident which Admiral Darke's reminiscences had invoked.

Mr. W. W. Knight (Branch Chairman) who introduced the remaining guests, wished Capt. Gregory (Captain 5th Submarine Squadron) every success in his recent appointment to H.M.S. Dolphin which had always afforded ready help to the Association. Other Service guests to whom reference was made were Commander T. Maxwell (Squadron Engineer Officer), the Reverend W. S. Skidmore (Chaplain, H.M.S. Dolphin), and Lieut.-Cdr. R. Garson (Training Officer, H.M.S. Dolphin). To Cdr. P. G. Sharp who was unable to attend, Mr. Knight paid tribute for unfailing courtesy and organisation towards the Old Comrades' Reunions.

Capt. G. D. A. Gregory, D.S.O., responding on behalf of the guests, tendered Admiral Fawkes' regret at being unable to attend, not by virtue of his infamous ancestor but by reason of an engagement with the Yorkshire Old Comrades, and thanked the Portsmouth Branch for its warm and spontaneous welcome. Others who responded were Mr. Sadler (Medway Towns) who said that his Branch though small was growing, Mr. H. H. Rose (Chairman of the London Branch) who remarked that the Portsmouth Branch had learnt the art of growing old gracefully, and Mr. Jan Muir (Plymouth) who, bringing a touch of Spring from the West, suggested that the various Branches could well organise their festive fixtures to coincide with intertown football matches.

Admiral Sir Sidney Raw who gave the toast of Submariners Past and Present added to the reminiscence mood of the evening by memories of K2 and H52, and concluded with the dictum—"once a submariner always a submariner." Mr. Moth, a founder member of the Portsmouth Branch, replying on behalf of the Past Submariners, gave further glimpses of those early days of submariners, and Lieut.-Cdr. R. Garson, for the Present Submariners, paid tribute to the Past, and concluded by giving a synopsis of modern trends.

On Sunday, November 6, in the Church of Saint Ambrose, the Mother Church of the Submarine Service (Fort Blockhouse), The Portsmouth Branch and representatives from other Old Comrades' Branches attended a simple and moving memorial service conducted by the Reverend W. S. Skidmore.

H.G.M.

Will contributors please note that receipt of copy by the Editor by 20th of the month will help to ensure that articles are included in the paper and are of topical interest

H.M.S. WARDEN

H.M.S. WARDEN (Lieut. Commander F. C. Hard, R.N.) returned to Portsmouth on November 18 having completed further towing programme and to prepare for a refit.

Since our last venture into print in the January issue of Navy News, Warden has steamed 22,714 miles bringing the total distance in the last two years to 46,195 miles. This may or may not seem a great distance to faster ships of the Fleet, but when one takes into consideration that 25,136 of those miles were at towing speeds varying from four to seven knots, it adds up to a fair number of days and week-ends at sea.

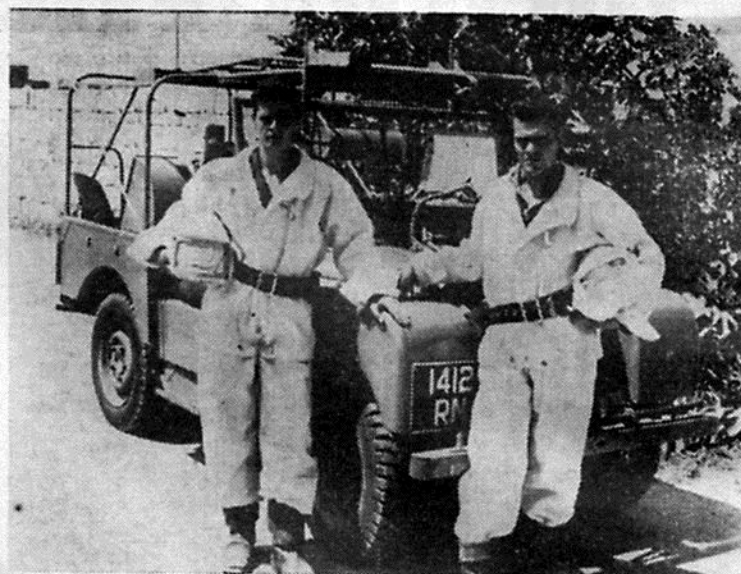
Towing Ships

The past year has been spent towing ships mainly of the Reserve Fleet to and from many ports of the British Isles, and regrettably not as the previous year to the sunny climate of the Bahamas, South and West Africa, and the Mediterranean.

Some of the more notable tows have been H.M.S. Perseus, Montclare, Illustrious, Indefatigable, King George V, Hermes, Bermuda, together with floating docks and numerous destroyers, frigates, sweepers and other craft.

It was after handing over the King George V to local tugs that she ran aground in the Garelock Narrows, and not as announced in the Press and B.B.C. by Naval tugs, but Warden, Samsonia, Enforcer and Envoy were soon back on the job to assist the six local tugs to pull her off successfully at the next high water.

Naval Firefighting Heroes



FIRST PHOTOGRAPH, just received from Malta, of the two Naval airmen who were awarded the British Empire Medal (Military Division) for the rescue of a pilot from a fiercely burning aircraft.

The aircraft, a Sea Hornet, crashed on take-off from the R.N. Air Station, Halpar, Malta, and burst into flames after ploughing through three stone walls. In fireproof suits, Naval Airman "Willy" Rae, aged 22 of Craig-miller Castle Terrace, Edinburgh, and Naval Airman Mike Staines, aged 19, of Norsey Road, Billericay, Essex, went to the rescue of the pilot, but

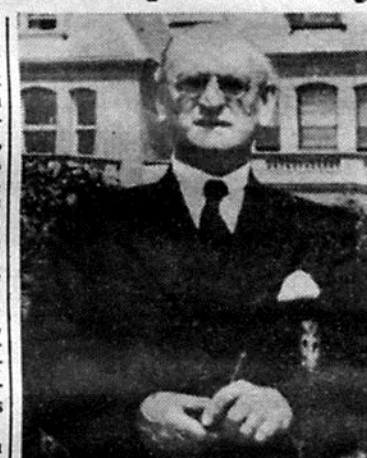
were blown away from the aircraft by the explosion of a fuel tank. They quickly recovered and returned to the blazing aircraft to extricate the pilot, who was still alive. The rescue was carried out without the cover of foam apparatus or the use of water, and the fire afterwards took more than an hour to extinguish. Both ratings showed complete disregard of danger to save the pilot, who later died of his burns. Photograph shows: The two naval ratings—left to right—Naval Airman "Willy" Rae, of Edinburgh, and Naval Airman Mike Staines, of Billericay, Essex.

50 Years in the Royal Navy

AMONG THE hosts of Naval officers who have passed through the Royal Naval Barracks Wardroom, are many thousands who remember Mr. Albert Edward (Nick) Carter, who, on November 12, retired from the position of Senior Hall Porter. Mr. Carter, who joined the Royal Navy in April, 1904, first went to sea in H.M.S. Northampton in October, 1904. He first entered the Naval Barracks when the Signal School was opened in the Naval Barracks in January, 1905. The Commodore, the first Commodore of the Barracks, Spencer Logan, was in Command. During World War One, Mr. Carter served in H.M.S. Dreadnought and during his long career as a naval rating, he was a Master-at-Arms in the Royal Naval Barracks in 1922.

Mr. Carter first put on the uniform of a hall porter in the Naval Barracks in June, 1928, and he became senior hall porter in July, 1935, a position which he held until his retirement.

During his long service as hall porter, Mr. Carter has known thirteen Commanders-in-Chief; there have been fifteen Commodores and sixteen Commanders of the Royal



Naval Barracks since he first became a hall porter.

At a farewell function in the Wardroom Mr. Carter was presented with two pewter musical tankards and a cheque.

His many friends wish him happiness and contentment during his retirement.

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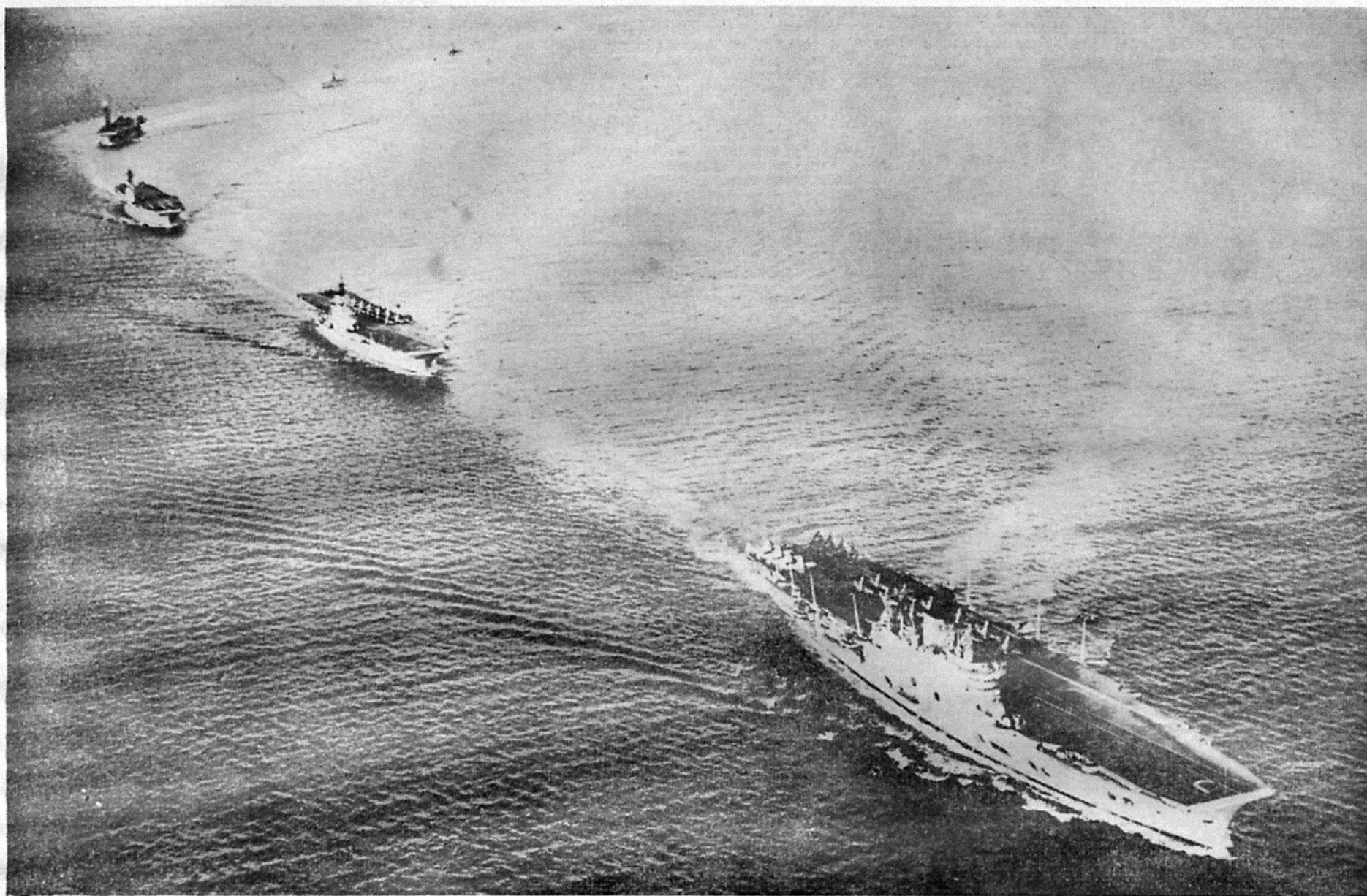
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BRICKWOODS GLOSSARY OF NAVAL TERMS: No. 5

TICKLERS



... BUT HOWEVER YOU LOOK AT IT
THE BEST BEER
IN ANY LANGUAGE IS ...

BRICKWOODS

H.M.S. PEREGRINE December, 1955

THE FUNERAL of Lieut. West was held at Clymping Parish Church on Friday, November 11. His Firefly aircraft was reported missing, when flying over the Channel, three months ago. Lieut. West was of 700 Squadron, based at Ford.

The body of an unknown airman was recovered from the sea, off Eastbourne, by a fishing boat the other week. It is believed to be Lieut. West's navigator. An oxygen mask was found on the beach on Saturday, November 12; as to whether it has any connection with the airman nothing official has been stated. The funeral of the unknown airman was also held at Clymping Church, on November 14; contingents from Peregrine and the R.A.F. attended.

The Peregrine Air Group came into existence last September. Its object is to train officers and ratings of Ford to fly at a very low cost. The Group consists of one Tiger Moth aircraft and 10 full members. Each member contributed to the purchase of the Tiger Moth, which was in the region of £125. The club is the first of its kind in the Service and is progressing favourably.

Sport

Our hockey team has done quite well in the last few weeks. They won their two games in the hockey festival, but lost to Siskin in the final, this being their first failure this season. Five of the team have been selected to play in Home Air Command Hockey Week.

Ford 1st XI soccer team lost to Lee-on-Solent 2-1 in the Air Command Division final for the Navy Cup. They hope to avenge themselves on December 5 when they meet Lee again in the Air Command Cup match. N. A. Hasty has had a very successful season so far. He played for Ireland Amateurs on September 17, scored six goals for the Navy in the Cambridge University match and was a member of the Air Command team that travelled to Guernsey to meet Guernsey Rangers. Three other ratings from Peregrine

were in the same party: L/A. Hammond, N. A. Mulry and E. M. A. Irvine.

The team ran amok in Portsmouth last week when they beat the Reserve Fleet and H.M.S. Excellent 6-1 and 5-3 respectively. Maybe H.M.S. Dryad will avenge the General Service when they meet on November 21.

Rugby at Ford is a "silent service." On the station sport sheet they are given only one line, yet they are walking away with games. The results to date are: Ariel 21-3, Siskin 11-5, and I.C.C. Uckfield 18-12. Three wins in a row is not bad.

I will finish my *compte rendu* by wishing all our sporting enemies a happy Christmas and a successful New Year.

H.M. U.C.W.E. HAVANT

THE FIRST annual dinner of the U.C.W.E. Social Club was held on Wednesday evening, November 16, 1955, at West Leigh, when the president of the club, Captain R. A. Villiers, C.B.E., R.N., and Mr. I. Fagelston, chief scientist, were entertained as guests of honour by the club. The function was attended by a large number of club members (comprising serving and retired staff of the Establishment) and gave an auspicious opening to what is hoped will become a permanent annual feature of the U.C.W.E. Social Club activities.

After the Loyal Toast had been honoured, Mr. J. L. Hudson, chairman of the Social Club, reviewed the social and sporting activities of the year and the plans for future co-ordination of the various individual clubs now running in the Establishment. These already included the vigorous football, tennis and table tennis clubs. The latest manifestation of recreational activity was the Music Appreciation Group. This owed a debt of gratitude to Captain Villiers for his encouragement from the start and his loan of records. Mr. Hudson said that as Captain Villiers was now about to leave for another appointment after nearly three years as Captain, U.C.W.E., it was most appropriate for the club to

welcome him as their guest that evening to assure him how much they thanked him for his keen interest and the encouragement he has given towards the formation of the club, and to wish him every success in his future career.

In reply, Captain Villiers referred to the unifying value of the social side in an establishment in which naval and civilian staff of diverse ranks and grades were brought together, and how good it was to foster common recreational interests among staff associated in their work. The purpose of the work of the Establishment was to minister to the needs of the Royal Navy which, if not now the largest, still remained the finest Navy in the world. Captain Villiers also referred to the valuable contributions already made by the Establishment to the Navy, in particular those which had earned Their Lordships' special commendation, and he praised the good and loyal service rendered by the staff in each one of the various sections and groups of the Establishment.

Captain Villiers concluded by expressing his great pleasure at having had the opportunity to serve in his present appointment, his regret at leaving the many friends he had made, and his thanks for the good wishes tendered him.

The catering arrangements made by the Area Catering Manager, Mr. A. J. Dingle, Canteen Manageress, Mrs. Stemp and staff were greatly appreciated, and the musical contribution by Mrs. Thornton gave much pleasure.

The organisers have every reason for gratification at the success of this function.

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WHAT'S ON - December

- 1.—Squash Rackets — Individual championships, Greenwich. R.N. Writers' Benevolent Association. Meeting, Wiltshire Lamp Hotel, Commercial Road, Portsmouth. 7.30 p.m.
- 2.—Squash Rackets — Inter-Command, Greenwich. Squash Rackets—Royal Navy v. R.A.C. R.A.C. Dolphin's Xmas Revue, "Grew-up"—Junior Rates.
- 3.—Football—Football Combination League, Portsmouth v. Swansea Town. Home. Squash Rackets—Inter-Command, Greenwich. Rugby Football — Whites v. Colours (English Trial). Gosforth.
- 3.4.—Fencing — Miller-Hallet Cup, International Epee Individual.
- 3.—Hockey — Final Navy Trial. Eastney.
- 4.—Hockey—R.N. XI v. Syphons. Surbiton.
- 5.—"Ali Baba." H.M.S. Dryad Cinema. Dolphin's Xmas Revue, "Grew-up"—Junior Rates.
- 6.—Rugby Football — Oxford v. Cambridge. Twickenham. Dolphin's Xmas Revue, "Grew-up"—Officers.
- 7.—Association Football—R.N. v. F.A. Amateur XI. Chatham. Squash Rackets. R.N. v. Surrey. R.N.C. Greenwich. Dolphin's Xmas Revue, "Grew-up"—Chief and P.G.'s.
9. R.N. Writers' Benevolent Association Annual Dinner. Corner House. 6.30 for 7.
- 9.11.—Squash Rackets—R.N. Championship Prelim. Rounds. R.N.C. Greenwich.
- 10.—Football—League Division One. Portsmouth v. Manchester United. Home.
- 10.11.—Fencing—Ladies' Foil Team Championship (Martin Edmunds Cup).
- 10.—Hockey—Coaching by Hockey Association, Greenwich.
- 12.—Squash Rackets — R.N. Championship, Semi-final Rounds. U.S. Club.
12. H.M.S. Centaur—Chaplain of the Fleet to dedicate a window in the Chapel and a Remembrance Book. Relatives of those whose names are written in the Book have been invited. A report of the Service of Dedication will appear in our January issue.
- 13.—Hockey — R.N. XI v. Oxford Nomads. Devonport.
- 14.—Rugby Football — Whites v. Colours (Navy Trial) Greenwich. Squash Rackets — R.N. Championship Final. U.S. Club.
- 15.—H.M.S. Dryad Ship's Company Dance. Kimbells Ballroom, Southsea.
- 16.—Squash Rackets—R.N. v. Jesters. Army & Navy Club.
- 17.—Rugby—Probables v. Possibles (English Trial). Norwich.
- 17.18.—Fencing—Men's Foil Team Championship (Sporting Record Cup). Football—League Division One. Portsmouth v. Huddersfield Town. Home.
- 19.—Squash Rackets — Royal Air Force v. The Army. Army & Navy Club.
- 20.—Squash Rackets—R.N. v. The Army. Army & Navy Club.
- 21.—Squash Rackets—R.N. v. R.A.F. Army & Navy Club.
- 24.—Football—Football Combination League. Portsmouth v. Birmingham City. Home.
- 26.—Football — Combination League. Portsmouth v. Bournemouth & B.A. Home.
- 27.—Football—League Division One. Portsmouth v. Aston Villa. Home.
- 31.—Football—League Division One. Portsmouth v. Chelsea. Home.

2nd ANNUAL REUNION:

R.A.F., F.A.A., Airborne Forces and W.A.A.F. FAIRFORD and GT. DUNMOW 1944-1945.

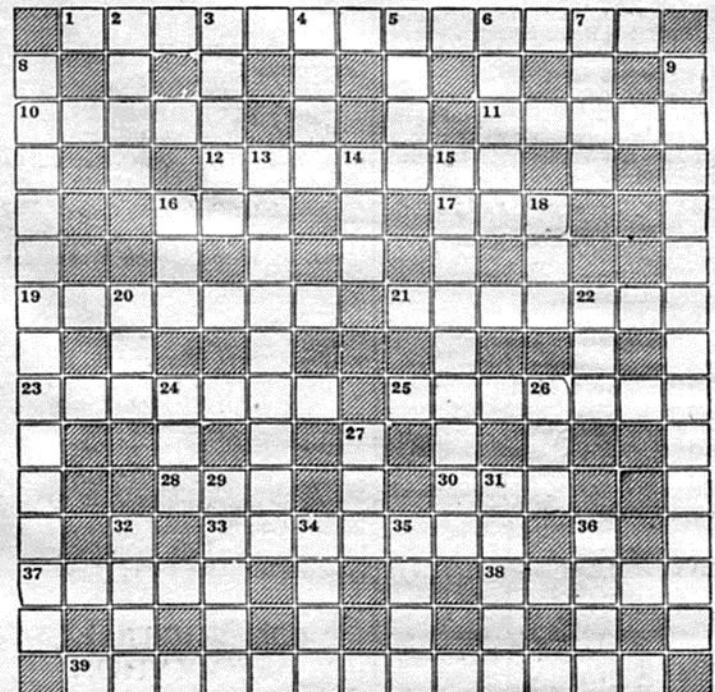
Write: Miss Hettie Tack, 1 Brentford Lodge, Holmdale Gardens, Hendon, N.W.4.

Navy News Crossword—No. 17

A prize of £1 1s. will be given for the first correct solution opened on December 21

The winner of last month's crossword was:

P. L. Simmonds, Ch. Elect., H.M.S. Collingwood, Fareham, Hants, to whom a cheque for one guinea has been sent.



CLUES ACROSS

1. Sound like men who put their garments on also-rans, but are really women's clothes (13).
10. An artist, I go to the dental surgeon for brief treatment (5).
11. Muttered, "You can keep the Med." (5).
12. Values (7).
16. Arthur, not Ben (3).
17. Beheaded fruit with no ead of 9 (3).
19. Advance (7).
21. It's a humbug to give a childish "thank you" afterwards (7).
23. Gets back from uncle (7).
25. It's a strain for an empress to have been this (7).
28. Airman? (or airwoman?) (3).
30. Steely, and no wriggler (3).
31. With this is silently and craftily (7).
37. Lob back, that is around and around, to a foreign town (5).
38. Unspirited river shade (5).
39. Is this not a paying business, William? (4, 5, 4).

CLUES DOWN

2. This the start of 1 for penance? (4).
3. About a knight coming up? It does come up (5).
4. 14, 5, A Hebride? (7, 4).
6. Must Russia be present without getting Sumia upset? (5).
7. The correct ceremony? (4).
8. Why the Channel swimmers argued at Calais? (5, 8).
9. Colour of a Dornford Yates hero? (5, 2, 1, 5).
13. What is said here? (9).
15. She can help, or is ordered to help (3, 6).
16. Disarm Sid after he returns (3).
18. Tip up (3).
20. Good dog, don't go either way (3).
22. In fiction had two degrees (3).
24. Find herself, but not hers (3).
26. Light giving light entertainment on the Light Programme? (3).
27. This resort in South Africa is quiet (3).
29. An 11? (5).
31. Its rule is not laid down in any orders (5).
32. You really should visit the ancient city (4).
34. A muddy mixture of importance in the East (4).
35. A beheaded animal and earthy (4).
36. Able as brother Inca (4).

PORTSMOUTH COMMAND AUTUMN CROSS COUNTRY



THIS RACE, held over the usual course at Southwick, on a fine autumnal day, attracted 126 senior and 43 junior runners.

Both cups changed hands, Collingwood beating St. Vincent (holders) in the junior race, and Royal Naval Barracks wrestling the Senior Cup from H.M.S. Excellent (holders). This was a popular win as Barracks have

never achieved such a triumph since the war. Nevertheless, those who watch these matters with interest have seen an increasing enthusiasm in R.N.B. throughout the past twelve months. It was evident that hard training, efficient administration and encouragement would eventually bring the Cup to the Commander-in-Chief's Flagship, and it was he who

presented the trophy. It was a pity that no Royal Marine team entered.

Senior Race—Individual Placings

1st, Wtr. E. Hudman, H.M.S. Victory, 34 mins. 41.4 secs.; 2nd, S.A. F. Dewnap, H.M.S. Victory, 35 mins. 11 secs.; 3rd, P.O. H. C. Sharp, H.M.S. Victory, 35 mins. 27 secs.

Senior Race—Team Results

1st, H.M.S. Victory "A," 96 points; 2nd, H.M.S. Excellent "A," 124 points; 3rd, H.M.S. Collingwood "A," 160 points; 4th, H.M.S. Victory "B," 329 points; 5th, H.M.S. Hornet, 458 points; 6th, H.M.S. Excellent "B," 504 points; 7th, H.M.S. Collingwood "B," 528 points; 8th, H.M.S. Dolphin, 578 points; 9th, H.M.S. Vernon, 588 points; 10th, H.M.S. Diligence, 616 points; 11th, H.M.S. Dryad, failed to complete course.

Junior Race—Individual Placings

1st, EA/App. B. Daley, H.M.S. Collingwood, 18 mins. 13 secs.; 2nd, Boy Barter, H.M.S. St. Vincent, 18 mins. 20 secs.; 3rd, EA/App. G. Goode, H.M.S. Collingwood, 18 mins. 23 secs.

Junior Race—Team Results

1st, H.M.S. Collingwood "A," 24 points; 2nd, H.M.S. St. Vincent "A," 32 points; 3rd, H.M.S. St. Vincent "B," 72 points; 4th, H.M.S. Collingwood "B," 126 points; 5th, H.M.S. Mercury "B," 145 points; 6th, H.M.S. Collingwood "C," 148 points; 7th, H.M.S. Mercury "A," 165 points.

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SPORTS PAGE

HOME FLEET SPORT

DURING THE visit of the Fleet to Rosyth, several Competitions were held with the following results:—

Cross Country Arbuthnot Trophy (held on the R.N. Scotland Command Course).

1st, Bulwark, 498; 2nd, Tyne/Apollo, 594; 3rd, Eagle, 753; 4th, Glasgow, 758; 5th, Albion, 761; 6th, Darings, 1,204, and 7th Centaur, 1,268.

Novices' Boxing Championships. Quebec Cup.

1st, Tyne/Apollo, 32; 2nd, 4th Destroyer Squadron, 31; 3rd, Eagle, 30; 4th, Centaur, 17; 5th, Albion, 12; 6th, Darings, 11, and 7th, Glasgow, 5.

The boxing was held in the R.N. Cinema in the Dockyard. The result was in doubt right up until the final bout. The boxing was enthusiastic (if somewhat lacking in skill).

Rugby

The final of the Fleet Knock-out Competition resulted in a win for the Darings who beat Glasgow 9-0.

Results in Scotland

The R.N. in Scotland challenged the Fleet to the following games, and although the Fleet had not quite found their shore legs, owing to exercises at sea all the week, they came away with tails up. Results were as follows:—

Football 4-4; Rugby won 11-6; Hockey won 8-1.

HOCKEY

Royal Navy Inter-Unit Hockey Knock-Out Competition

Results to date

First Round.—H.M.S. Hornet 6—H.M.S. Phoenix 4; Victoria Barracks 1—H.M.S. Collingwood 5; H.M.S. Siskin 0—H.M.S. Vernon 2; R.M.B. Eastney 5—H.M.S. Mercury 2; H.M.S. Daedalus 0—H.M.S. Excellent 1; H.M.S. Dryad 3—R.N.B. Portsmouth 6; Submarine Reserve Group Devonport, 0—R.M.B. Stonehouse 2; R.N.H. Chatham 1—Reserve Fleet Chatham 2.

Second Round.—R.N.A.S. Culdrose 4—R.M.B. Stonehouse 0; R.M. Commando School 1—R.N.B. Devonport 5; PRORM Chatham 0—Reserve Fleet Chatham 4; H.M.S. Hornet 3—R.N.B. Portsmouth 4.

Since then the R.N.A.S. Culdrose have drawn 2-all with R.N.B. Devonport in the West Country, while at Chatham the R.N.B. are due to play Reserve Fleet Chatham who defeated PRORM 4-0. In the Portsmouth Command R.N.B. have beaten Hornet 4-3, and Collingwood have beaten R.M. Eastney 6-2.

The other two ties between 2nd Submarine Squadron and H.M.S. Osprey at Portsmouth and the local Derby between Vernon and Excellent have still to be played.

FOOTBALL

The following are the results of the Divisional Competitions:—

Portsmouth Command

First Round.—H.M.S. Diligence 5—R.M.B. Eastney 4; H.M.S. Vernon 0—H.M.S. Mercury 2; H.M.S. Collingwood 3—H.M.S. Victory 2; H.M.S. Hornet 2—H.M.S. Dryad 1; R.N.H. Haslar 3—H.M.S. Osprey 0; H.M.S. Excellent 4—H.M.S. Maidstone 2; H.M.S. Dolphin—bye.

Second Round.—H.M.S. Diligence 2—H.M.S. Mercury 0; H.M.S. Collingwood 5—H.M.S. Hornet 4; R.N.H. Haslar 4—Reserve Fleet 1, and H.M.S. Excellent 9—H.M.S. Dolphin 1.

Semi-Finals.—H.M.S. Diligence 0—H.M.S. Collingwood 2; R.N.H. Haslar 0—H.M.S. Excellent 5.

Final.—H.M.S. Collingwood 4—H.M.S. Excellent 2.

Air Command

Semi-Finals.—H.M.S. Peregrine 2—H.M.S. Heron 1; H.M.S. Daedalus 3—H.M.S. Seahawk 2.

Final.—H.M.S. Peregrine 1—H.M.S. Daedalus 2.

Nore Command

First Round.—R.M. Deal 5—PRORM Chatham 1; H.M.S. Ganges 3—Reserve Fleet Harwich 1; R.N.B. Chatham, Reserve Fleet, Chatham—byes.

Semi-Finals.—R.M. Deal 4—H.M.S. Ganges 1; R.N.B. Chatham 2—Reserve Fleet, Chatham 1.

Final.—R.M. Deal 6—R.N.B. Chatham 4.

ROYAL NAVAL ATHLETIC CLUB (SOUTH)

THE RESULTS of matches over the country have continued to be very good and the Club is still undefeated in normal, inter-club contests. In spite of the Collingwood Apprentices' long week-end, the team which visited Worthing managed to win the match and this was followed by a visit to Tatchbury Mount Hospital where the home side and Eastleigh were both beaten. It is interesting to note that cross-country running is being used as a form of remedial occupation for some of the patients in Tatchbury which has some splendid cross-country courses available, so much so that the Hampshire championships are being held there early in December. In the Reynolds-Garrett race held at Eastleigh on November 5 we lost our hold on the trophy to a very strong Reading A.C. team but they are recognised as being one of the stronger civilian clubs in the South and it is no disgrace to be beaten by them. The following week three club sides were fielded in the South of the Thames Junior race at Blackdown Camp. The term Junior does not refer to age but rather to performances in previous races, so many of the best runners of the competing clubs are barred under various clauses; it is a good race for many men to get their first experience of a big race with between three and four hundred starters from over 60 teams. We were pleased to see our local civilian club Portsmouth A.C. walk away with the first team prizes—our first team could get no nearer than 19th.

The big day in the Club's home calendar is undoubtedly the visit of the Metropolitan Police when the Annual Dinner and Dance is held after the race. The race followed the pattern of most previous years with the naval side proving themselves superior to their visitors who also included Worthing A.C. paying their return visit to Dryad. E. A. Joyce put up a very fast time of 34 minutes 34 seconds over the full Command course, improving on the previous best figures by four seconds, but the conditions are set for fast running so that comparisons are not always good.

Plymouth Command

First Round.—H.M.S. Alania 1—I.T.C. R. Marines 4; R.M.B. Devonport 1—42 Commando 11; Reserve Fleet 4—R.N.E.C. 1; R.N.B. Devonport—bye.

Semi-Finals.—R.N.B. Devonport 12—I.T.C. R.M. 8 (after extra time) (previous match drew 6-6); 42 Commando 4—Reserve Fleet 0.

Final.—R.N.B. Devonport 2—42 Commando 1.

CUP DRAW

The draw for the Inter-Command Cup and Navy Cup resulted as follows:—

Inter-Command Cup

Plymouth Command v. Air Command, to be played on Wednesday, January 25, 1956. Application is being made for the use of Home Park.

Portsmouth Command v. Nore Command, to be played at Fratton Park on Wednesday, February 15, 1956.

Navy Cup

H.M.S. Collingwood v. Royal Marines, Deal, to be played at Pitt Street ground, Wednesday, February 1, 1956.

R.N. Barracks, Devonport v. H.M.S. Daedalus, to be played on Wednesday, February 22, 1956. Application is being made for the use of Home Park.

R.N. FOOTBALL ASSOCIATION

AFTER THE disappointment of our cancelled match v. Oxford University last month, supporters will have their first opportunity of seeing the Royal Navy in action against an F.A. XI at Fratton Park on Wednesday December 7, kick-off 2.15 p.m.

The F.A. will bring a powerful combination down and many of the Amateur International team will be on view. The Navy team will be similar to that picked against Guernsey for the New Year, except Ord. Sea. Valentine, Youth International, will play right back.

Royal Navy v. Guernsey

The following have been selected to represent the Royal Navy at Guernsey on Saturday, December 31, and Monday, January 2.

The meal which followed at H.M.S. Excellent was rather saddened by the last appearance of C.P.O. Barnes who has been Honorary Secretary for the past three years and has held the posts of Club Captain or Vice-Captain on many occasions. Inst. Lieut.-Cdr. C. A. Sinfeld, the last surviving Active Service member of the Club who remembers Barnes arriving at the old Wymering racecourse as a new member, gave a short account of all that Barnes has done for naval athletics. He represented the Navy against the Army and R.A.F. over the country in 1931, 1935, 1938 and 1939 and on the track in 1934 and 1938. He has served on the Portsmouth Command Athletic Committee, the R.N.A.A.A. Working Committee, the Hants County A.A.A. Executive Committee, the Southern Committee of the A.A.A. and has been the only naval timekeeper on the A.A.A. recognised list. His departure from the Club leaves an enormous gap which it will be very hard to fill. It has been so easy to rely on "Barney" doing it that it will only be during the future months that much of his work will really be appreciated. Few members realised that the club singlets all appeared each week clean and pressed due to his efforts, and many other little things happened all unbeknown to the majority. It was felt that Barnes and his wife, who has given up so much of her time to helping—especially at Pitt Street on Saturday afternoons—could not be allowed to leave their circle of naval athletic friends without some slight tangible appreciation of thanks, and, in spite of the difficulty of contacting many who would probably have liked to be associated with the presentation, the Treasurer's original target was more than doubled. The presentation which was made by the Chairman, Commander G. F. Goodale, was in the form of a handsome chime clock suitably inscribed, a leather-bound book of signatures of subscribers and a cheque which it is hoped will go towards the cost of a new stop-watch so that Barney will be able to continue his timekeeping activities in his new County of Middlesex.

Wtr. B. Stevens, H.M.S. Pembroke; O. Art. H. Canon, H.M.S. Ceylon; E.M. A. Quick, H.M.S. Collingwood; Supt. J. Brown, H.M.S. Mauritius; N.A. G. Noble, H.M.S. Gamecock; A.A.L. D. Cuthbert, H.M.S. Heron; L.R.E.M. L. Twissell, H.M.S. Collingwood; Supt. L. Trace, H.M.S. Alania; P.O. J. Coates, Victoria Barracks; N.A. P. Hasty, H.M.S. Peregrine; R.E.A. J. North, R.N. Unit, Watton, and L.E.M. R. Osborne, H.M.S. Collingwood.

BOXING

Boxing Trials

FOR MANY years selection of representative R.N. boxing teams has been something of a "hit or miss" task, because of the lack of a direct comparison between the boxers in different Commands. Boxers have a notoriously high opinion of their abilities which their trainers generally also support. The R.N.B.A. Committee therefore decided this year as an innovation to hold R.N. Open Trials at the beginning of the season instead of the usual Inter-Command Novices Competition.

The Trials took place at Portsmouth on November 2, and produced not only a first-class evening's boxing but a wealth of information about the Navy's talent for the coming season.

Results.

Bantamweight—Ord. Sea. Clark (Nore) beat Sp.O.(V.) Bennett (Portsmouth) on points.

Featherweight—E.A. App. Ronaldson (Portsmouth) beat A.B. Sisly (Plymouth), on points.

Lightweight—Ord. Sea. Dunning (Portsmouth) beat N.A. Mercer (Air) R.S.B., 2nd round. Ord. Sea. Jackson (Nore) beat A.B. Cashmore (Portsmouth), on points.

Light Welterweight—E.M. Taylor (Portsmouth) beat N.A. Clough (Air) R.S.B., 1st round. Tel. Beddall (Plymouth) beat Steward Norman (Nore) R.S.B., 1st round.

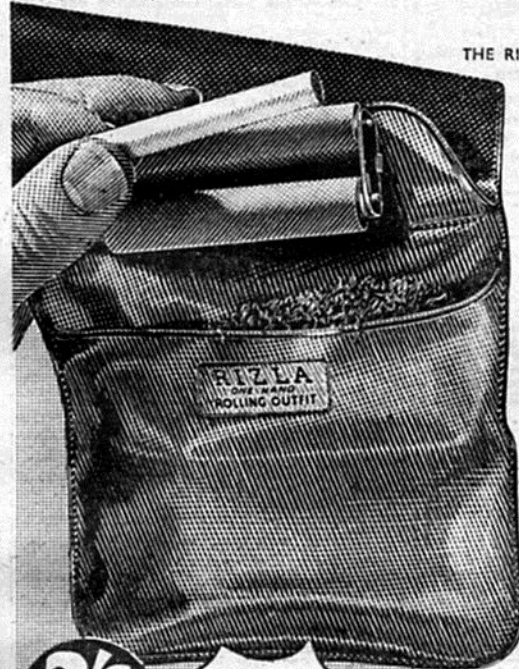
Welterweight—Supt. Gaze (Portsmouth) beat A.B. Cumberland (Nore) on points.

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Light Middleweight—Cpl. Rutherford (R.M. Deal) beat M.(E.) L. Roberts (Portsmouth), on points.

Middleweight—L./Sea. Figg (Portsmouth) beat A.B. McNorgan (R.C.N.) R.S.B., 2nd round.

Light Heavyweight—A.B. Taylor (Plymouth) beat Tel. Hone (Portsmouth) on points.

Heavyweight—L./Sea. James (Plymouth) beat N.A. Worth (Air) R.S.B., 1st round.

R.N.B.A. v. Southern Counties

ANYONE NOT present reading the account of this match in the Press next day would have thought that the Navy was thoroughly thrashed. This was far from the case, and the final result (5-3 to Southern Counties, not 6-2) was a very fair reflection on a splendid evening's boxing. Two matches were outstanding, E.M. Taylor v. Sapper Stacey, and Tel. Beddall v. J. Weller. Both were ding-dong affairs from first bell to last bell with the Navy just having the edge in the first and the Southern Counties in the second. As long as amateur boxing produces contests like these it has nothing to fear from the counter-attraction of the "tele."

Full Results. (Royal Navy first).

Bantamweight—E.A. App. Marvin beat J. White, on points. **Featherweight**—E.A. App. Ronaldson beat W. Agate, on points. **Lightweight**—Ord. Sea. Jackson lost to B. Robson, on points. **Light Welterweight**—Tel. Beddall lost to J. Weller, on points. E.M. Taylor beat Spr. Stacey, on points. **Welterweight**—Supt. Gaze lost to K. Fuller, on points. **Light Middleweight**—Cpl. Rutherford, R.M., lost to F. White, R.S.B., 1st round. **Middleweight**—L./Sea. Figg lost to W. Watkins, R.S.B., 1st round.

In Special contests results were as follows:—

Welterweight—Ord. Sea. Roundhill (Portsmouth) beat Mne. Doolan (Portsmouth), on points.

Light Heavyweight—A.B. Taylor (Plymouth) lost to Pte. Sangoe (Army) R.S.B., 2nd round. Tel. Hone (Portsmouth) beat L./Sea. Cull (Portsmouth), on points.

Home Fleet Novices Boxing Championships, 1955

Individual results:—

Fly.—Winner, Ord. Sea. W. Thompson (Eagle); runner-up, Boy A. Mansfield (4th D.S. Agincourt).

Bantam.—Winner, Ord. Sea. N. Harding (Tyne/Apollo); runner-up, A.B. R. Lord (Darings Decoy).

Feather.—Winner, A.B. D. Darock (Tyne/Apollo); runner-up, A.B. R. Friend (Centaur).

Light.—Winner, Steward W. Jarrot (Albion); runner-up, M.(E.) W. Pumphrey (Tyne/Apollo).

Light-Welter.—Winner, A.B. W. Collins (Tyne/Apollo); runner-up, Ord. Sig. H. Duthie (4th D.S. Barrrosa).

Welter.—Winner, M.(E.) R. Stringer (Centaur); runner-up, Ord. Sea. S. Eales (Albion).

Light-Middle.—Winner, A.B. D. Holmes (Darings Decoy); runner-up, N.A. L. Clarke (Eagle).

Middle.—Winner, A.B. N. Rumsey (Tyne/Apollo); runner-up, A.B. Pearce (Eagle).

Heavy.—Winner, M.(E.) K. Wright (4th D.S. Agincourt); runner-up, M.(E.) J. Blakely (Eagle). Team:—

1st, Tyne/Apollo, 32 points; 2nd, 4th D.S., 31 points; 3rd, Eagle, 30 points; 4th, Centaur, 17 points; 5th, Albion, 12 points; 6th, Darings, 11 points; 7th, Glasgow, 5 points.

NAVY NEWS

As from January 1, 1956, Navy News will be the Official Paper of the Portsmouth Command, Home Air Command, and Royal Naval Association

Order your copy now